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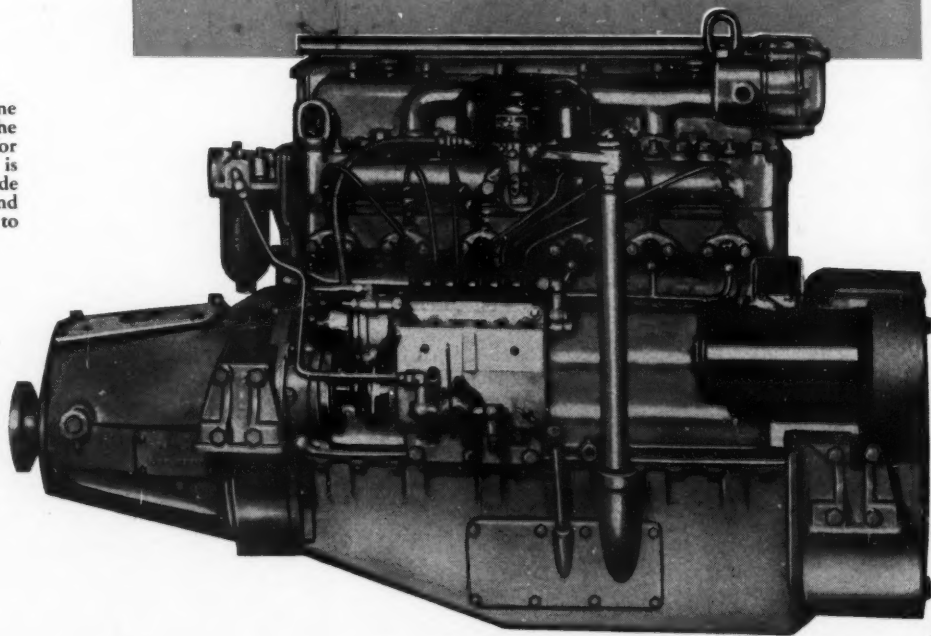
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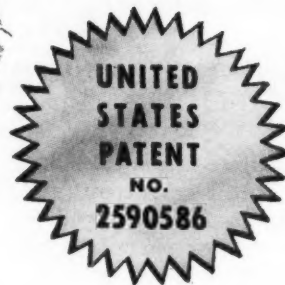
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# Editorial

## More Complete Catch Statistics Needed

The need for more adequate catch statistics was brought to attention by the recent meetings of both the Atlantic States Marine Fisheries Commission and the Gulf States Marine Fisheries Commission. At the request of these organizations, reports on the status of facilities for collecting production data were prepared by the U. S. Fish & Wildlife Service.

The variation in coverage by State statistical systems is considerable. Several States collect little fisheries information. Others are doing an acceptable job. Unfortunately, the most adequate systems are not necessarily found in the States with the most important fishery resources and fishing industries.

Statistical data have many uses. To the Marine Fisheries Commission, statistical information on the coastal fisheries probably is of the greatest importance as an aid in studying the resources, in recommending measures for management or control, and in providing for intelligent utilization by industry.

For these purposes the minimum needs require current information on the following: (1) Quantity and value of catch by gear (monthly). (2) Quantity and type of gear used (annually). (3) Number and size of fishing craft (annually). (4) Number of fishermen (annually).

Additional detailed information on certain fisheries may be required, particularly during intensive investigations of those fisheries.

A concrete example of the difficulties resulting from the lack of adequate catch data is found in connection with shad investigations. It is possible, as on the Connecticut and Hudson Rivers, to estimate the total population, the catch and escapement, and also a certain amount of related data pertinent to the season studies; but without past statistics these data will be of little value in determining the effect of factors influencing the runs in the past nor can much be done in recommending an intelligent management program.

Until a few years ago shrimp landings in the Gulf consisted almost solely of white shrimp. At present landings also include substantial proportions of brown shrimp and pink shrimp. Shrimp statistics as now collected do not differentiate between these varieties nor do they include area of capture.

More adequate information on the production by species and by area of capture is required if sound economic knowledge of the shrimp fishery is to be available. Biologists, fishermen, and marketers are equally handicapped in carrying out their activities without a more detailed breakdown of the data now collected.

The menhaden industry in the Gulf has been expanding rapidly during recent years. Intensive biological research on menhaden may soon be necessary in order to determine the potentialities of the resource.

In carrying out its activities the Statistical Section of the Fish & Wildlife Service coordinates and makes comparable all available State data. To the extent that Federal funds and personnel permit it also collects data that cannot be obtained from State agencies.

The Service prefers to have the various States collect the basic data for several reasons. The fisheries are usually an important State resource in the coastal States and consequently deserve and can obtain more attention from the State than can be given to them by the Federal Government. If States collect the basic data then the Service can utilize its funds and personnel to improve the coverage and to expedite publication of the data. The Service also can spend more time to coordinate all efforts to the mutual advantage of all concerned.

It is apparent that better statistical coverage of the fishing industry would be of great value. In order to make this possible, the wholehearted cooperation of fishermen is needed, not only in supplying information requested, but also in urging the State and Federal fishery agencies to expand their statistical services.

# ATLANTIC FISHERMAN

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Serving the Commercial Fishing Industry on  
Atlantic Coast, Gulf of Mexico, Great Lakes

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NO. 11

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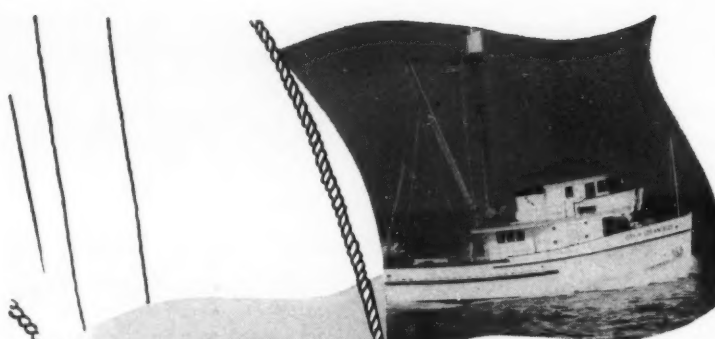


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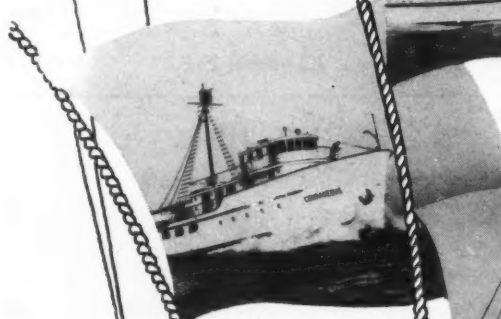


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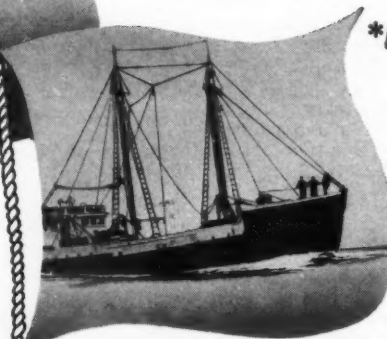
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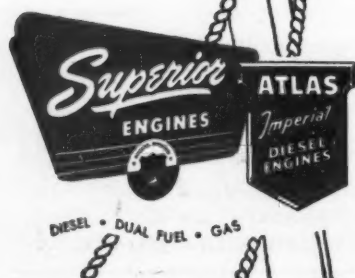
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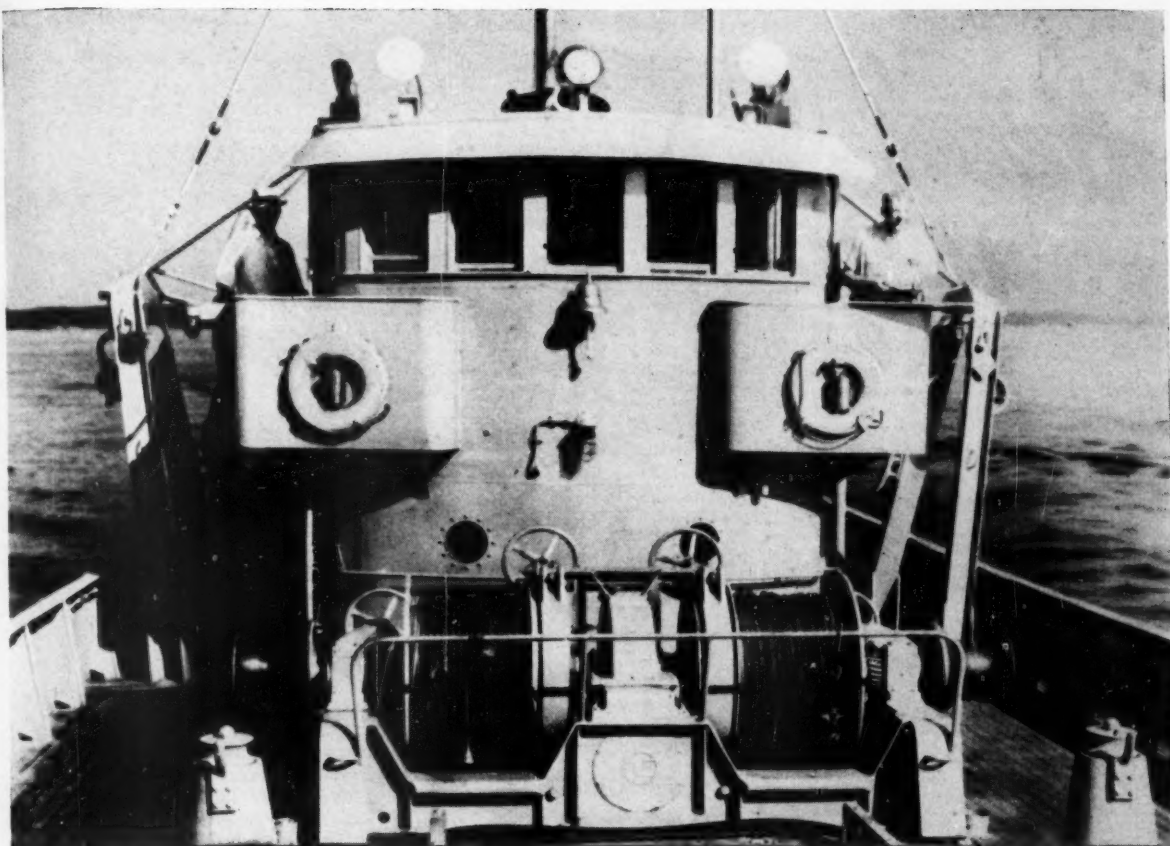
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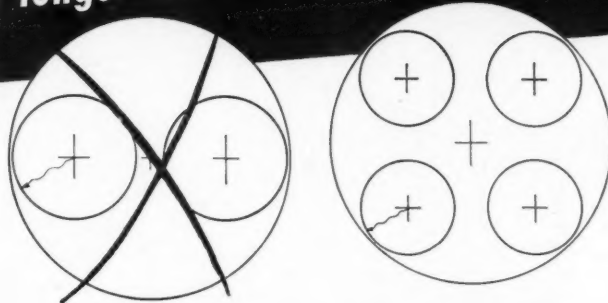
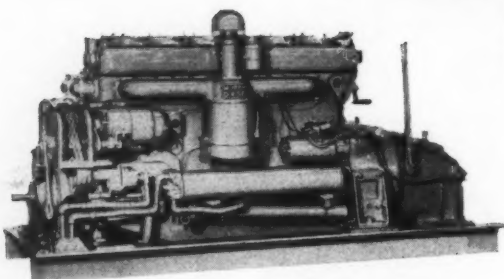
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## Sounding-Lead

**Outlook for 1953** is that supplies of fishery products will be plentiful. Probably at least as much fresh and frozen fishery products will be available as this year and, with decline in military procurement from 1952 packs in prospect, civilian market most likely will have about as much canned fish. Through mid-1953, when current marketing period ends, supply of canned salmon and Maine sardines will be larger, and that of canned tuna about equal to year earlier.

Per-capita civilian consumption of all fishery products (fresh and processed combined) in 1953 is expected to be a little higher than this year, reflecting in part continued expansion of domestic market for frozen fish and shellfish. Retail prices of fishery products for 1953 as a whole may be somewhat lower than in 1952.

Pattern of foreign trade of United States in fishery products in 1953 is expected to follow that of this year. Imports, especially of frozen fillets, probably will be above record level reached in 1952 and will continue to furnish important part of our total supply of frozen fishery products. Exports from United States are likely to continue close to this year's relatively low level. Export market for our fishery products probably will continue to be limited by restrictions which were established by some countries in order to conserve their relatively small dollar resources. In addition, our exportable supply of pilchards (California sardines)—a popular commodity abroad—may not be as large as in 1952.

**Imports of fillets**, including cod, haddock, hake, pollock, cusk and ocean perch (rosefish) during September totaled 5,735,550 lbs., compared with 4,169,800 lbs. during September, 1951. During first nine months of 1952, these imports amounted to 79,319,100 lbs., 23 per cent over same period of 1951. Canada shipped in most fillets, total of 43,094,700 lbs. having entered this country in nine-month period. Iceland was next, with 23,393,400 lbs.

**Member of shrimp family** invaded Chesapeake Bay this Fall, and commercial interests are pleased, since new source of food unquestionably is indicated. Mysterious invertebrate whose sudden appearance in Chesapeake Bay first puzzled biologists, conservationists and fishermen, has been identified as *Squilla Empusa*. The *Squilla* ranges from Cape Cod to Rio de Janeiro, but it rarely comes inland, and its abundance in Chesapeake is regarded by authorities as a marine development of first importance.

**Rules for breeding** and quick-freezing of oysters or other shellfish have been proposed by U. S. Public Health Service. These recommendations are tentative and are by no means final. In fact, no statement has been made by the Service that regulations will be promulgated.

Among Public Health Service proposals pertaining to plant arrangements are the following: (a) Where breeding operations are practiced in connection with shellfish shucking plant, separate room or rooms shall be provided. (b) All rooms in which shucked oysters or other shellfish are breaded shall have smooth, impervious floors and graded so that drainage is complete and rapid. (c) Walls and ceilings shall be of smooth material which will not deteriorate under repeated washing and shall be painted a light color. (d) Adequate and well-maintained room or lockers shall be provided for packers to store their clothes, aprons and other personal belongings.

Screening, lighting, ventilation, toilet facilities, hand-washing facilities, water supply, supervision, etc. shall comply with recommendations as set forth in "Manual of Recommended Practice for Sanitary Control of Shellfish Industry."

Regarding breader and batter mix, the following recommendations were made: (a) Complete information

should be obtained concerning preparation, packing and shipping of breader and batter mix which is being received from various manufacturers. (b) Amount of breader and batter mix needed for single operation shall be removed from original containers, and then containers shall be tightly closed. (c) Original containers of breader and batter mix shall be stored in clean, well-maintained room which is free from rodents, flies, and other insects. (d) Breader which has been used for dipping shucked oysters in separate pans by individuals shall not be sifted into original fiber drums which contain unused breader. Breader used in separate pans shall be sifted into clean separate pans for re-use by individuals. Under no condition shall used breader be composited from individual pans to one central pan for re-use. (e) Batter mix shall be prepared in quantities which will be completely used within sixty-minute periods of operation or after it has been prepared. (f) Temperature of batter mix shall not exceed 50° F. at any time. At plants where tap water exceeds 50° F., satisfactory means for reducing water temperature to 50° F. or below shall be provided before batter mix is prepared.

All pans, trays, sieves, ladles and other utensils used during preparation of shucked shellfish breader and batter mix shall be constructed of smooth metal with a not readily corrodible surface, of a shape that will make cleaning easy, and with all joints and seams soldered smooth.

Adequate facilities shall be available for properly cleaning and sanitizing all pans, trays, sieves, and other utensils after each emptying. Cleaning and sanitizing of utensils shall be performed at least once every 60 minutes during operations.

Shucked oysters shall be properly stored in covered holding containers in clean, well-maintained refrigerator, at temperature ranging from 50° F. or below, but above freezing, until breaded.

After shucked oysters have been breaded, packed, labelled, and placed on portable conveyors, final packages shall be immediately transported to freezing room and shall remain frozen until they have reached consumer. Packed breaded oysters shall not remain at room temperature longer than 15 minutes.

All paper stock and fillers (partitions used within the wax cardboard packages) shall be properly protected against flies, insects, dirt, dust or other sources of contamination by providing adequate and satisfactory storage facilities.

All cleaning, sanitizing and storage of utensils and equipment after each day's operation shall comply with recommendations as set forth in "Manual of Recommended Practice for Sanitary Control of Shellfish Industry."

Each individual package of frozen breaded oysters or other shellfish shall have permanently recorded on package or label packer's name, address and certificate number, preceded by State abbreviation, and each package shall bear date or code of packing.


**Exports by Denmark** of canned fish and frozen trout and fish fillets to United States could be materially increased, according to Danish Minister of Fisheries, who recently visited United States. However, it was emphasized that exports must be organized in such manner as to insure regular deliveries, and packing methods must be standardized and adapted to United States tastes and requirements. Minister further stated that he would recommend appropriation of Government funds for assignment of fisheries attache to United States.


Official Danish trade statistics reveal steady and material increase in Danish exports of fishery products to United States in recent years. Frozen trout and fish fillets and canned fish exports to United States during first eight months this year amounted to \$1,401,700, as compared to \$679,200 for same period last year. Preliminary data for first six months this year indicate that frozen cod fillets represented largest individual item followed by frozen brook trout, canned fish (principally brisling sardines), and frozen plaice fillets.

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# Gulf and Caribbean Fisheries Institute Meets

Many Timely Topics Discussed at Miami Beach, Florida,  
Including Voluntary Quality Control and Fishery Imports

FISHERIES problems of the South Atlantic and Gulf region were discussed pro and con November 17-21 at the Delano Hotel, Miami Beach, Fla., which was the scene of the fifth annual meeting of the Gulf and Caribbean Fisheries Institute. Each of the five days of the convention was devoted to one general topic. On the opening day, a commercial fisheries session was held, while the program on the following day was given over to technology and exploratory fishing. On the third and fourth days of the convention economic problems and shellfisheries received attention, while the closing day's program featured a Caribbean and general session.

This year's Gulf and Caribbean Fisheries Institute meeting brought together in general discussions approximately 150 representatives of various institutions and universities, the fishing industry, conservation agencies and Government departments. J. L. Baughman, chief marine biologist of the Texas Game and Fish Commission, gave the opening address.

The fish-killing red tide and efforts to destroy it with chemicals were dismissed as of minor importance by some scientists who attended the meeting. Dr. F. G. Walton Smith, head of the University of Miami Marine Laboratory, predicted limited success for a laboratory ship which is dumping chemicals into the red tide area in the Gulf of Mexico.

Dr. Smith said any one of a number of chemicals will kill the organism which causes the tide. But, he added, it is impossible to destroy enough of the innumerable organisms to have any important effect. He said a pint of water taken from the area where fish have been dying contained 60,000,000 of the organisms, and the red tide is affecting an area of hundreds of square miles.

Mr. Baughman declared the red tide is mainly of academic interest. Baughman said construction of a causeway or the carelessness of a farmer can destroy more fish than the red tide or all the commercial fishermen.

The Gulf and Caribbean Fisheries Institute is sponsored by the Marine Laboratory of the University of Miami in co-operation with the commercial fishing industry, representatives of Caribbean governments and the Southeastern States, the U. S. Fish & Wildlife Service, the Atlantic States Marine Fisheries Commission, the Gulf States Marine Fisheries Commission, the Southeastern Fisheries Assn., and the National Fisheries Institute.

## Advocates Voluntary Quality Control

Among topics covered at the commercial fisheries session was quality control, which was discussed by Karl Envoldsen of Shrimp, Inc., Cleveland, Ohio, who is chairman of the Quality Committee for the National Fisheries Institute. He commented: "I think that the ad-

vance in quality during the past 50 years of all our food products, and particularly the advances in the fish game in the last 35 years, has been very satisfactory in review.

"Today some of the big distributors in the central part of the United States buy millions and millions of pounds of frozen fish, and they only buy them because the quality of the fish is so much better than it was under the old iced fresh shipping days. What will happen when some day they find out that freezing fairly well, keeps the quality of the fish as the quality was, when it was frozen, but a great deal of the fish in the country is not frozen soon enough after coming out of the water.

"In other words, is public opinion going to be the main element in forcing quality control, or is the fishing industry, in all of its phases, going to pick up the challenge and go forward from here at a greater stride than it has in the past? Because of the things we know today about quality, the timing is right. Conditions point toward the fact that an enforced quality control is coming upon us, and that we should take this step."

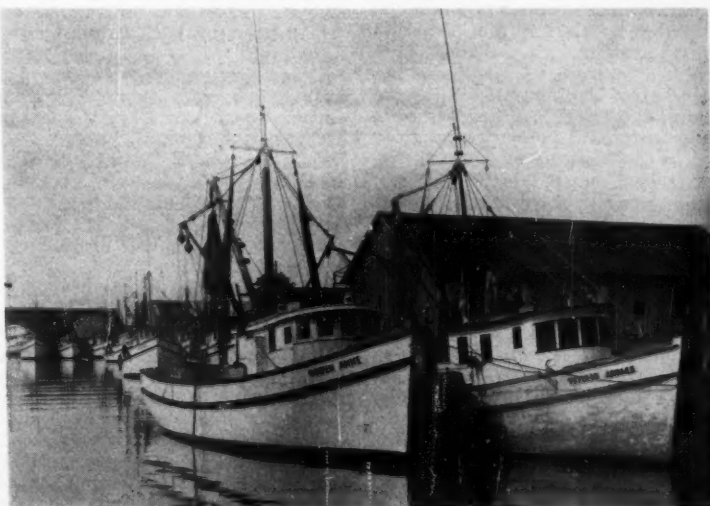
## Says Fair Competition Solution to Imports

In giving his ideas as to the solution of the import problem, A. J. Wegmann of Bagille's Seafood Co., New Orleans, La., warned his listeners not to forget that competition is the very heart of every business. He continued: "From this competition there comes the incentive to improve the standards of quality and the efficiency of operation, and from this competition there comes the solution of the problem that must be solved. Competition must be placed on an equal footing from inception—this equal footing can be reached by standardization.

"As every operator knows, when he sells anything to the Federal Government he must sign a certificate that he has conformed with all requirements; that he has conformed with the law relative to minimum wages, etc. Most products cannot be shipped from one State into another unless each individual involved in the production of the product has received the minimum hourly wage.

"It is my opinion that this same practice can conform to the importation of all fishery products. One could have this practice on the same principles embodied in our Federal wage and hour law. It could be specified therein that before any imports are allowed to come into this country that the country from which these imports originate be required to certify, or guarantee, that in the production thereof fair labor practices were adhered to. This would apply to fishermen, plant employees, or any other labor involved.

"Minimum standards of practices and fair labor regulations could be arrived at by mutual agreement



Left: the 50' shrimp "Queen Anne", owned by S. E. Gerken, Fernandina, Fla., and equipped with an 80 hp. D8800 Caterpillar Diesel. Right: the shrimp "Willie James", owned in Brunswick, Ga. Her power plant is a 6-71 General Motors Diesel, and she is skippered by Capt. Grady Weaver of Fernandina.



of representatives of industry in foreign countries and the United States, as well as by representatives of governments. These regulations would specify the minimum remuneration of the various classes of workers and employees, from the fishing crews to the handlers during processing and of the finished product. In this manner, the higher standards of living would be equalized and would be uniform throughout. Fair prices, fair labor remuneration and standardized practices would then conform with ours and we would all be on an equal basis of operation. Keen competition would then develop, from which would come the survival of the fittest."

### Several Speakers Discuss By-Products

Several talks were given on the menhaden and by-products industry, including one by Theodore M. Miller, research director, Wallace Menhaden Products, Inc., Morehead City, N. C. Mr. Miller disclosed that he had invented and applied for a patent on a new process for separating high quality proteins from whole fish. This process offers the possibility of furnishing vast amounts of low cost protein of the finest type for human nutrition, and in addition is believed to have varied industrial uses somewhat similar to those of casein.

The outlook for the menhaden fishery of the Atlantic Coast was presented by Exteen Corbett of the Nassau Fertilizer & Oil Co., Fernandina, Fla. He said: "Menhaden fish meal is now used almost exclusively as a high protein supplement in animal and poultry feeds, and can be assured of a place for many years to come among the top feed ingredients. The result of the expansion and modernization of plants, in an effort to increase capacity, has been a menhaden catch for the past four years that has exceeded one billion pounds for each year. The prospects all point to another year in which the industry will top the one billion pound mark."

Competition from synthetics is very real and tends to lower the relative market prices of menhaden oil, meal and solubles, according to Wayne M. Waller, director of the By-Products Division of the National Fisheries Institute. It is, therefore, highly important that this industry continue to increase its degree of quality control so its products will be less vulnerable to substitutes, Mr. Waller declared.

### Shrimp Explorations and Electrical Fishing

The chairman of the technology and exploratory fishing session was Andrew W. Anderson, chief of the Branch of Commercial Fisheries, Fish & Wildlife Service. Several informative addresses were given at this session, including a description of the shrimp explorations of the *M. V. Antillas*, which was presented by Carl B. Carlson, Fish & Wildlife Service, Coral Gables, Fla.

Mr. Carlson said: "Under a cooperative agreement between the Gibbs Corporation of Jacksonville, Fla., and the Fish & Wildlife Service, the *M. V. Antillas* has been searching for new shrimp resources, primarily in areas which could be exploited by the existing class of shrimp trawlers. The exploratory work started early in April off Florida and Georgia and about a month was devoted to searching for shrimp and favorable bottom at depths beyond the range of existing fishery. Two trips were made to Central America, one during May and June and the second during July. During September and October, the primary effort was devoted to the deep-water red shrimp of the upper Gulf of Mexico, and the *Antillas* is now working on the Bahama Banks."

Electrical fishing—still in a preliminary stage—was described by Virgil E. Harris, Fish & Wildlife Service electronics scientist stationed at Coral Gables, Fla. He stated: "For satisfactory results the apparatus for electric fishing must be capable of setting up at the boundary of a specified volume of water an electric field of such current density that a condition of electro-taxis is produced in a fish of a given size and species. This is a condition in which the fish orients itself in the electric field with its head pointing toward the anode or positive electrode and involuntarily swims in the direction of that electrode."

"The principal limitation to the application of electric fishing methods in the sea in a practical way at present is imposed by the radial spreading of the current from the electrodes. Because of this spreading of the current, the power capacity of the electric apparatus aboard the ship must be very great to set up a current density of a few milli-amperes at a distance of only a few yards from an electrode."

"Future research in this field should be directed toward finding methods of concentrating or confining the electric field to a limited volume of water between the electrodes in so far as may be possible. Laboratory experiments should also be carried out to determine the correct current densities for producing the conditions of electro-taxis and paralysis in various kinds of commercially valuable fishes, as well as the best waveform, pulse length, and pulse rate to use with these fishes. Having ascertained these factors it will be possible to estimate the electrical power required and proceed with the assembly of the apparatus needed for applying electrical methods of fishing to a particular fishery in a practical way."

### Refreezing of Shrimp Practical

Practical aspects of shrimp freezing was the subject covered by Earle L. Divers, president of the Clearwater Freezer Co., Clearwater, Fla. He declared "We do not claim that freezing will resurrect any spoiled shrimp, but we do claim that if this delicacy reaches us in a fresh condition we will seal in its pleasant flavor by proper freezing methods."

"Statistics show that an increasingly greater percentage of shrimp each year is being marketed peeled and deveined, breaded, or cooked. It may well be that we may see the day when practically all of the shrimp will be sold in this manner. Fortunately for the industry as a whole, shrimp in a prepared form lends itself readily to freezing."

"One item which is of a somewhat controversial nature is the question of freezing, thawing, and refreezing of shrimp. Our experiments have quite definitely proven to us that it is entirely practical to thaw, process, and refreeze shrimp, if properly handled. It is our opinion that this factor has been extremely important in stabilizing and expanding the shrimp market. I believe it goes without saying that the breaders have been a boon to the shrimp industry. The demand for shrimp for breading has become so great that it cannot be met during periods of low production. It is imperative that the breaders have a constant source of supply for them to continue to operate, and it is the frozen stock of shrimp which carries them through periods of slack production. However, thawed shrimp will deteriorate more rapidly than shrimp which have not been frozen, and do require more careful handling."

Other speakers at the technology and exploratory fishing session were Louis S. Mowbray, of the Bermuda Government Aquarium, whose topic was "Exploratory Fishing in Bermuda Waters"; and C. P. Idyll and J. B. Higman of the University of Miami Marine Laboratory at Coral Gables, Fla., who talked on "Holding Fresh Shrimp in Refrigerated Seawater". "A Review of the Gulf of Mexico Exploratory Fishing" was given by Stewart Springer, Fish & Wildlife Service, Pascagoula, Miss.

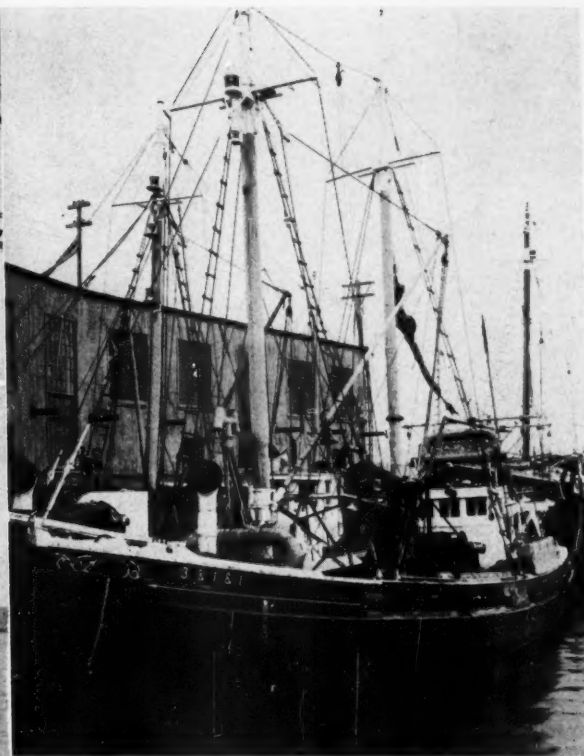
### Prices and Consumer Preferences

Four papers were presented at the economic session on November 19, including one by Richard A. Kahn, chief of the Branch of Economic Facilities, Defense Fisheries Administration. Mr. Kahn gave the results of preliminary studies of the effects of certain economic factors on prices of fishery products. He disclosed that while numerous investigations have been made of such factors as they relate to prices of agricultural commodities, scientific approach to these economic phenomena as they pertain to fishery products is largely a virgin field.

Results of the Fish & Wildlife Service survey of household consumer preferences for fish and shellfish, with particular emphasis on the Southern region, were pre-

(Continued on page 30)





Above, from left to right: Harold Pallatrone and Archie Royce, on their 78-ft. scalloper "New Dawn". Below them is their 65-ft. scalloper "B & E", with skipper John Todd at the wheel. At right is the 64-ft. "3 & 1 & 1", also owned by the two men.

## Pal-Roy Inc. Operates Fleet of Three New Bedford Scallopers

A lifelong friendship and the mutual interests of two New Bedford, Mass., men have materialized into a corporation known as Pal-Roy Inc. Over a two-year period Harold Pallatrone and Archie Royce have purchased three draggers and are in the market for a fourth member of their scallop fleet. Two of their craft were formerly owned by the late Samuel T. Cahoon of Woods Hole, Mass.

Pallatrone and Royce purchased the 3 & 1 & 1 first, and three months later bought the B & E. Last August they added the 78' scalloper *New Dawn*. All the boats are schooners, which, according to Mr. Pallatrone, is the only type they are interested in. He claims they make the best sea boats for fishing in all kinds of weather.

Not commercial fishermen themselves, the two men have worked at diversified jobs and enterprises to enable the purchase of the boats. Royce comes from a long line of seafaring folks from Cape Cod. He was born in Fairhaven, just east of Mullins Wharf where the Mullins Freezer is now located. His father was a scallop fisherman. Pallatrone has always been interested in fishing and boats.

### Not All Smooth Sailing

It has not been all smooth sailing for them. They have had the usual run of ups and downs connected with operating boats, but they have enjoyed the undertaking and challenge. They are staunch in their belief in the continued future of the fishing port of New Bedford. Most encouraging to them was the stability of the scallop price in New Bedford last Summer. Scallops did not go below 54¢ per pound, while in previous years they dropped as low as 34¢ in August.

Their greatest loss occurred during October, when fire

razed their 64' vessel 3 & 1 & 1, costing the life of a crew member, Aldei Lebeau of Boston, cook aboard her. The fire is believed to have been touched off by a cigarette. The vessel was tied up at the Hathaway-Braley Wharf in Fairhaven at the time of the blaze, and Lebeau was the only one aboard her. Timbers and siding in the forward interior of the vessel were deeply burned and will be replaced at Peirce & Kilburn Corp., Fairhaven. The craft will be tied up for at least a month for repairs.

### Equipment on Boats

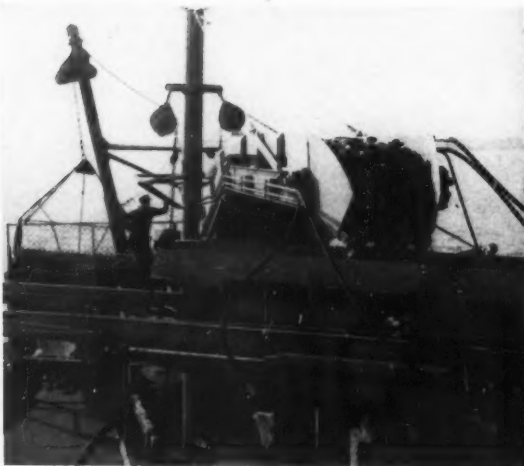
The 42-ton 3 & 1 & 1, built in 1930, is skippered by Gasper Pedersen of Fairhaven. She is powered by a 115 hp. Caterpillar engine and was rigged at Hathaway Machinery Co., Fairhaven. The B & E also has a Hathaway hoist, and is captained by John Todd of New Bedford.

The *New Dawn*, recently overhauled from stem to stern, has a 175 hp. Fairbanks-Morse engine and a New England winch. Her skipper is Joshua W. Murphy, Jr. of Fairhaven. All three boats are equipped with White compasses and Raytheon Fathometers. There are Apelco radiotelephones on the *New Dawn* and B & E, and an RCA telephone on the 3 & 1 & 1. The *New Dawn* sleeps 12 and the B & E and 3 & 1 & 1 have accommodations for 11.

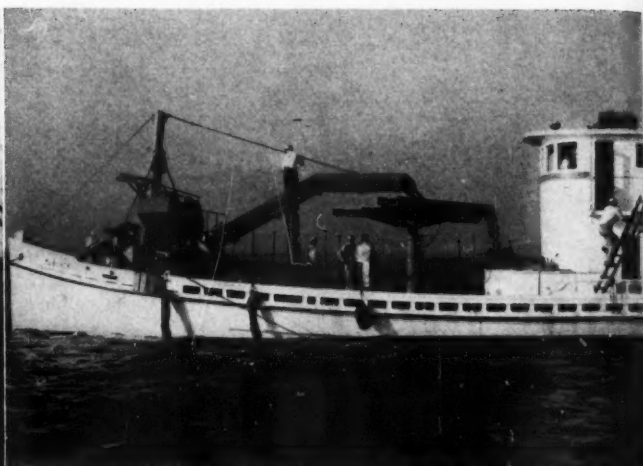
Mr. Royce is also part owner of the Western type dragger *Angeline* with Samuel Dexter of New Bedford. Royce, who is a laundry truck driver, is retiring in the near future to share in the active management of the boats with Pallatrone. The latter runs a variety store.

## Agree on New Fish Lumpers Contract

Major points in the new contract between the New Bedford, Mass. Seafood Producers Association and Local 1749, Fish Lumpers Union, are a \$4.00 across-the-board increase in wage rates and a \$2.00 increase in boat icing rates. Agreement was reached when representatives of the two groups met with John B. Cushman, Federal conciliator from Boston.



Left: Oysters pouring into reversible shuttle conveyor on 75' oyster boat "Mobjack", owned by J. H. Miles & Co., Inc., Norfolk, Va. The conveyor swings in either direction in a semi-circle on top of a pedestal on the deck of the boat. This makes it possible to load any part of the boat without interrupting dredging. Right: Oysters being dis-



charged from shuttle conveyor onto deck. The "Mobjack" is driven by a 165 hp. Murphy Diesel which swings Columbian propeller through 2:1 Twin Disc reduction gear. The vessel's hydraulic loading system was installed by West Haven Shipyard, West Haven, Conn., and reduces the crew to one man and the skipper.

## Oyster Dredge Boats Get Labor-Saving Equipment

"Mobjack" Equipped with Hydraulic Loading System; "Quinnipiac" Uses Vibrating Screen to Separate Drills and Sand from Oysters

THE policy of J. H. Miles & Co., Inc. of Norfolk, Va. in regard to reducing manual labor to a minimum did not end with the construction of their new plant for shore operations last Winter. In order to make their dredging operations more efficient, the oyster boat *Mobjack*, skippered by Capt. Walter Lore, had a hydraulic loading system installed at West Haven Shipyard in West Haven, Conn. during the Summer months.

The new loading system which has been installed on the deck of the 75' x 24½' x 5½' vessel reduces the crew to one man and the skipper. Capt. Lore controls the hydraulically-operated conveyors, while the only manual work done on deck is pulling the lever to release the bottom of the dredges. The equipment is located on the foredeck within easy view of the wheel and the controls are near enough at hand to reach quickly, so that the skipper can keep everything running smoothly. Shoveling oysters from bow to stern as the dredges are dumped ordinarily requires six men.

The 5' dredges on the *Mobjack* are hung from A-frame booms near the bow of the boat. Once brought aboard by the Hitchcock hoister, which is operated from a front power take-off on the 165 hp. Murphy Diesel, the load drops into self-dumping hoppers. These slide the oysters towards the center deck where a rubber conveyor belt carries the haul back to the stern of the *Mobjack*.

A reversible shuttle conveyor receives the shellfish. This conveyor sits atop a single pedestal and can swing from its horizontal position in an arc of 135° angle to starboard or port, depending on where the skipper wants to deposit the load. Any part of the deck can be filled by shifting the position of the conveyor until a capacity load of 2500 bushels has been dumped. The reversible shuttle conveyor gives added deck space for carrying shellfish, as the pedestal on which it swings requires very little space.

The *Mobjack* is equipped with an International Diesel for flushing oysters off deck with a 6" size Jaguar pump. This was put to use during the second trial run in New Haven Harbor, when it was found necessary to spray water on the rubber conveyor belt at the spot where oysters landed from the hopper. Dredging was being done on muddy ground, and too much sand was sticking to the

revolving belt. Other equipment on the *Mobjack* includes Lister-Blackstone auxiliary plant and Surrrette batteries.

The West Haven Shipyard has installed loading mechanisms on four oyster boats to date. The *Mobjack's* installation was the second of its type on the East Coast, one other boat on Long Island Sound having similar equipment.

West Haven Shipyard recently has been taken over by Ronald C. Clark, who has been with the firm for 20 years. He succeeds T. G. Bennett, who passed away last Spring.

### Combined Harvesting of Oysters and Drills

The F. Mansfield & Sons Co., New Haven, Conn., recently installed a new-type conveying system on the deck of their 96' x 30' x 4' suction dredge *Quinnipiac*. It consists of a multiple deck vibrating screen, a 60' long rubber conveyor belt, and a mechanical tripper for filling the hold.

W. H. Milroy & Co., New Haven, supplied the vibrator and took care of the engineering details, while the work was done by the seed producing firm at their dock in New Haven. The new equipment is intended to screen seed oysters and drills as they are dredged. The whole operation is controlled by the skipper, Capt. Charles Gertsch, from his position at the wheel in the pilothouse.

While vibrating screens are made in one, two, and three decks mounted one above the other and all resting on a single base which conveys the material across each deck simultaneously, the one on the *Quinnipiac* has a double deck. Each deck has a screening surface of different size mesh, the upper one quite large, the lower much finer.

The oysters remain on the top deck while the lower deck catches the material separated and sieved through the mesh openings in the wire cloth on the top deck. The machine's rapid motion conveys the oysters, dewater them and segregates sizes simultaneously.

According to The Colorado Fuel and Iron Corp., Wickwire Spencer Steel Div., Clinton, Mass., vibrating screens are used in crushed rock, gravel and sand plants where sizing is necessary. The original models had wooden frames with wire cloth tacked across the open bottom.

Bumping the material to get smaller particles to drop through the screen was done mechanically by mounting the frame on a stationary base with a revolving shaft and main bearings. Subsequent improvements have been aimed at getting the equipment to stand up under heavy service while screening efficiently.

The model put on the *Quinnipiac* is a Seco-vibrator which weighs 4600 lbs., and measures 4' in width and 12' in length. It is bolted to the superstructure at a 12° angle at the bow where the inlet duct of the suction line discharges the oysters, drills, etc. These are fed directly on the screen's top deck. The motion of the screen's two decks throws all solid objects forward, up and down. The decks complete a  $\frac{3}{8}$ " diameter circle at 1050 rpm.

The top deck is covered with an abrasive resistant steel wire cloth with mesh openings 1" square. The bottom deck has wire cloth with openings  $\frac{1}{4}$ " square, which retain the sand and drills. Water runs off into two troughs on either side of the screen. A Vickers 15 hp. hydraulic motor supplies power to run the vibrator.

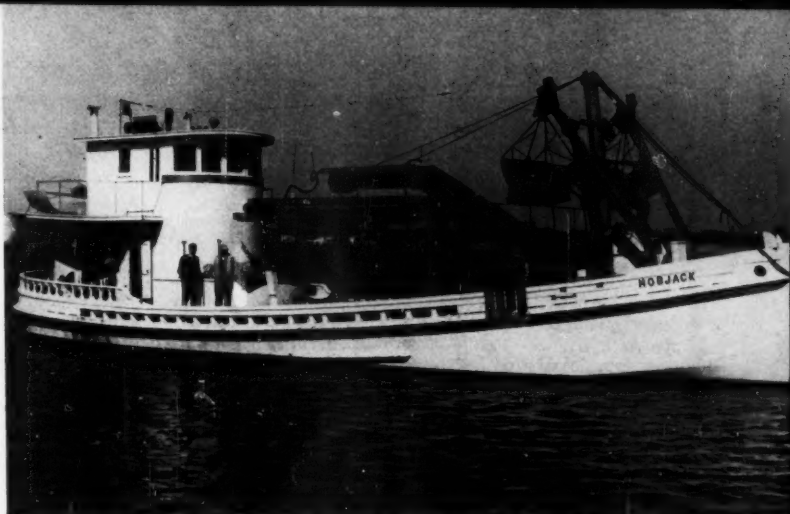
### Conveyor Belt Travels Length of Hold

At the screen's lower end, chutes handle the discharge for both decks. Shellfish on the top deck drop down an almost perpendicular steel chute to land on the rubber conveyor belt. The belt travels the length of the open hold, which has a capacity of 3000 bushels, and the oysters are discharged into bins on the starboard or port side. Each bin has a panel that can be raised from a catwalk when ready for unloading.

Discharge from the lower deck is sent down narrow steel chutes directly into mouths of bins adjoining the screen in the bow of the vessel. Water runs down troughs with 2' high sides to empty into bins amidships. Portholes let this drain overboard as the cargo fills up the hold. Dredging is done at the rate of 1500 bushels an hour.

The oyster boat *Quinnipiac* originally was a Navy lighter, and when she was converted several years ago a filter system was installed. This was removed without ever being used. After four years the screening conveyor, together with an overhead and main shuttle conveyors, proved quite expensive to operate because of constant breakdowns and was unsatisfactory at cleaning crops of oyster drills during dredging operations on seed grounds.

In remodeling the *Quinnipiac* with the new screening system, her superstructure was taken off. This lightened



The oyster dredge "Mobjack", which has been equipped with a hydraulic loading system.

the craft considerably, bringing her out of the water a good 18".

The *Quinnipiac* is driven by a pair of Harbormaster outboard Diesels manufactured by Murray & Tregurtha. The pitch of her 54" Columbian propeller has been cut down from 42" to 40".

A General Motors 6-71 Diesel powers the pump for the suction dredge. The head of the vacuum cleaner has had arms added to each side to increase its cleaning range from 6 to 12'.

The Mansfield Co. has been cleaning its setting beds with the *Quinnipiac* before planting shells, and feels that their yield of set has been greater because of the way drills are removed by suction dredging. On beds considered free of the pests, tests run showed a count of 40 to 60 drills coming aboard a minute. On beds known to be infested the count came to about 600 a minute.

In transplanting seed oysters, drills brought up with the crop only reinfest clean beds. By separating the drills during the dredging operation, a load can be replanted without fear of adding to the number of the pests on growing grounds.

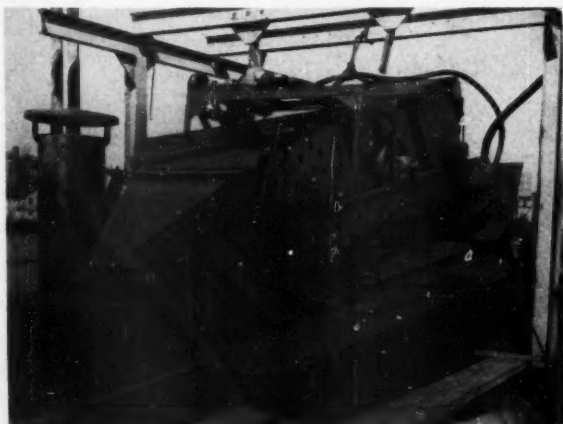
W. H. Milroy & Co. has continued work in adapting vibrators to the needs of the oyster industry, and in the past year has perfected a method for destroying drills on deck. This eliminates taking them out to sea to dump them later.

### Fire Extinguishers on Fishing Boats Should Be Accessible

A six-ton wooden fishing vessel recently was destroyed by an explosion and fire off the coast of Lower California. The vessel was gasoline propelled and the course of the casualty presented no particularly outstanding features. The gasoline had evidently made its way into the interior of the boat and when the operator pressed the starter button the engine room immediately burst into flames. The vessel burned to the water's edge and sank.

The case, however, presented one situation which has characterized several other recent fires on small boats. As stated above, the engine room burst into flames practically instantaneously. In spite of being uninjured by the blaze, the operator was unable to fight the fire because all the fire fighting equipment was located within the engine room compartment.

The usual reason for placing equipment of this nature in the engine compartment is that on many small motor-boats this is the only part of the vessel which can be locked up and thus prevent theft of the fire extinguishers when the vessel is unattended. In these cases the operator should remove a part of his fire fighting equipment from the engine room prior to starting the engine. These extinguishers should then be mounted in locations where they would be accessible to him even though a fire started in the engine compartment.



Multiple deck vibrating screen installed on the 96' suction oyster dredge "Quinnipiac", owned by F. Mansfield & Sons Co. of New Haven, Conn. The screen is used for separating sand and drills from the oysters, and was manufactured by Screen Equipment Co., Inc., Buffalo, N. Y.



# Underwater Camera Used to Photograph Oysters

Experiments by Maryland Tidewater Fisheries Commission  
Prove Camera's Ability to Take Pictures in Muddy Water

**T**HE Tidewater Fisheries Commission of Maryland recently began to use a new turbidity-eliminating camera in its efforts to promote oyster cultivation. The camera, developed by the Fenjohn Underwater Photo & Equipment Co. of Ardmore, Pa., is obtaining what is believed to be the world's first stereoscopic pictures of growing oysters in their natural surroundings.

During World War II the problem of photographing objects in muddy water was obviously of first importance. E. R. Fenimore Johnson, Fenjohn's owner, came up with an idea so practical that the Navy kept it secret for the duration. His invention was merely the substitution of a clear medium in place of the muddy water between the camera and the object to be photographed.

The stereoscopic camera and its turbidity eliminator are patents of Mr. Johnson. They are the result of 24 years of underwater research and experimentation, and were developed to assist in the inspection of the underwater sections of dams, bridges, wharves and ships, as well as in various phases of marine biology.

During the process of developing the equipment four turbidity eliminating units were discarded along with \$28,000 before a successful commercial camera was found. It is now possible to take excellent underwater photographs in muddy water.

The first customer for this turbidity eliminating camera was the State of Vermont. They were building a new bridge over Lake Champlain and had their doubts about the cement work beneath the waterline.

Next, the State of Maryland felt that they would like to experiment with the underwater camera and turbidity eliminator to see if they could obtain an oyster census. This project is still in process. Some very good pictures were taken of oysters on the harder bottoms, and these proved to be exceptionally interesting to oyster culturists, as it was the first time they ever had an "honest-to-goodness" photograph of an oyster in its native habitat. However, it was found to be impractical to photograph oysters with the object in mind of census-taking. This is because oyster beds are sometimes covered with shifting sands or

mud, and of course, the camera can only take what is visible above the bottom.

The operator of this unique camera has his hands full to devise means of getting his 550 lbs. of equipment into position. In Vermont the crane used in construction of the bridge was employed, while in Maryland the operation was accomplished from a boat with a boom. The "know-how" in making the camera adjustments and placing the lights properly is the difference between success and failure on such projects. The camera when used on the Vermont bridge pier was operated by remote control. The operation on the oyster beds is by plummet; that is, the camera trips its own shutter as the lead weight touches the bottom.

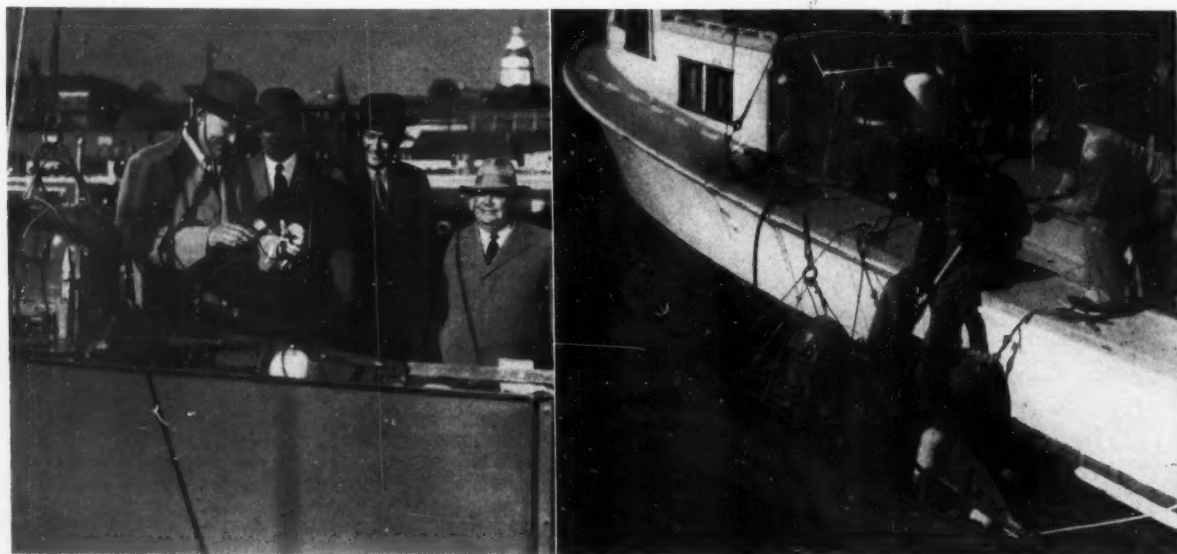
A stereoscopic camera is used so that the third dimension of depth can be shown. The camera takes two pictures at a time, size  $2\frac{1}{2} \times 2\frac{1}{2}$  each, and is able to take 80 such pairs in one immersion.

## Underwater Lighting

Underwater lighting has been the stumbling block in many past attempts. Fenjohn have used practically every type of underwater lights known and placed them in every position they could devise. They have settled on an eight bulb electronic flash system. The present battery capacity gives them approximately 500 flashes per set.

Underwater stereoscopic pictures have been taken both in black and white and in color. All of the commercial work so far, however, has been accomplished with black and white, and this has been found to be satisfactory. The black and white has the added advantage of quick development with quick answers.

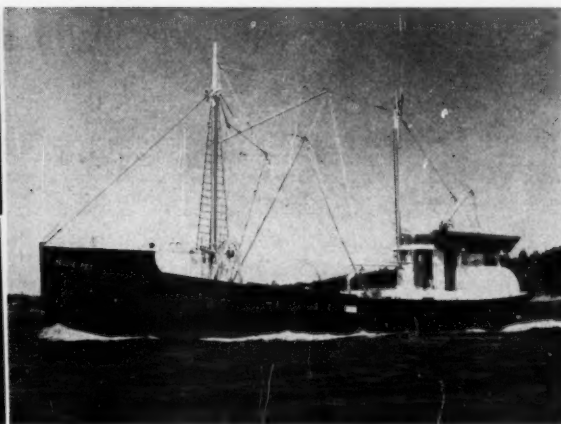
Underwater commercial photography is a new tool for industry. Its potentialities are unknown, but it is reasonable to foresee a very interesting future on many projects. For example, a ship owner might like to know what damage was done to his ship below the waterline should a collision occur or should the craft scrape over a rock. This could be done quickly and at considerably less expense than dry-docking.



Left: Maryland's Governor McKeldin and members of the Tidewater Fisheries Commission looking over the Fenjohn underwater stereoscopic camera. Right: employees of the Maryland Tidewater Fisheries Commission prepare to lower the camera for photographs of oyster beds. Here the anti-turbidity unit is being filled with filtered sea water.



The new 78' scallop dragger "Nellie-Pet", built by the Bristol Yacht Building Co. at South Bristol, Me. for Capt. Raymond Lorkey of Jersey City, N. J., (top) and John Sturges, Brooklyn, N. Y. Her engine is a 280 hp. Atlas Imperial, and other equipment includes Hathaway deck gear, 50-watt Apelco radiotelephone, and Loran. The fo'c's'le has accommodations for a crew of eight, the after cabin accommodates two, and the captain's quarters are in the pilot house. The "Nellie-Pet" will work out of her home port, Gloucester, Mass.



## Maine Dealers See New-Type Lobster Shipping Container

Lobster dealers from Nova Scotia to New York, meeting in Portland Nov. 14, saw a demonstration of progress made by the North Atlantic Lobster Institute during its 18-month existence in solving industry problems of packaging, refrigeration and distribution of lobsters.

Of recent origin, all of the developments are components of an integrated plan to improve over-all lobster distribution now primarily concentrated in eastern coastal areas. A practical demonstration of the new methods showed a dealer adding four pounds of water ice to two pounds of the new dry refrigerant contained in a waterproof, heat sealable bag. The bag is placed on top of 50 lbs. of lobsters in the newly developed corrugated container which is aluminum-foil coated outside and also has aluminum-foil coated insulation on the inside. The interaction of ice and chemical in the waterproof bag produces and maintains inside the container satisfactory shipping temperatures of between 34 and 48 degrees Fahrenheit for up to 44 hours.

This is adequate time for almost all air shipments and many rail express and truck movements to reach destination in good order. Moreover, because of the elimination of loose water ice and the consequent elimination of leakage, at least one major airline recently has removed its embargo on carrying lobsters, thus opening up vast new territory. Gross weight and consequently shipping costs also are less, by reason of less package and refrigerant weight.

As adjuncts to the packaging program an air expediting service, providing close supervision over handling and routing and a specialized weather service which interprets and projects both lobster fishing conditions and transit conditions have been made available by the Institute after preliminary successful trials. Supplementing these services Institute spokesmen also reported on the development of an intermediate market for boiled lobsters for sale both in those areas where shipping live lobsters is impractical because of the time element, or in completely self-service retail outlets where selling a live lobster presents an obvious problem.

The boiled lobster merchandising plan will feature give-away booklets on "How to Eat a Lobster", point-of-sale display material, and a color-printed polyethylene bag designed to hold two chicken lobsters. Printed on the bag are four lobster recipes and a "Guarantee" that the "Ready-to-eat" lobsters were "Alive when boiled" by a member of the North Atlantic Lobster Institute.

Members of the Institute, which has offices at 53 Exchange St., Portland, are dealers from Canada and the United States, representing some two-thirds of the total North Atlantic lobster production. I. R. Cousins, Consolidated Lobster Co., Gloucester, Mass., is president of

the Institute. R. J. Conley of St. Andrews, N. B., and Harold Look of Rockland are vice-presidents; and J. E. Willard, Jr., of Portland is treasurer.

## Sardine Packing Season Closes

The 1952 Maine sardine packing season closed November 30 with a generally "favorable" inventory situation, and a strengthening market. The Industry's executive secretary, Richard E. Reed, reported that, when officially compiled, the total pack would show a sizable volume, but would be far from the 1950 record of 3,900,000 cases. He said that canners were handicapped by failure of the early Spring and usual heavy Fall runs of fish to materialize.

All of Maine's 47 plants operated during the Summer and early Fall, but many of them closed before the end of the season due to scarcity of fish. A small plant at East Machias was the only new sardine canning operation to open during the year.

Maine, the nation's top producer of oil and mustard sardines, ranks 37th among the States in per capita consumption of its own product. Best customers are in the Middle Atlantic, Southern and Middle West areas. Connecticut, Rhode Island and Massachusetts lead Maine in New England.

Additional facts on the wide scope of the Maine sardine business show that approximately 93% of the nation's grocery stores stock this item.

## New Quahog Harvester Works Well

Latest word on the experimental quahog sucker being developed by biologists of the McKown Point station of the Sea & Shore Fisheries Dept., is that the new device is a "hog for quahogs". This high speed quahog harvester will now gather about 100 bushels a day.

The machine consists of a large float on which is mounted a powerful pump similar to those used for pumping herring from seines. The intake hose has a nozzle head much like that of a vacuum cleaner. This head, resting on the bottom, sucks up mud, water, stones, quahogs and delivers the mixture onto screens. The quahogs are washed clear and are then ready for transplanting.

During recent tests about 250 bushels were harvested from flats at West Bath and transplanted to less congested areas on other West Bath flats.

## "Flow" Rockland Highliner for October

October fares landed at Rockland for the Birdseye plant of General Foods, Feyler's Fish Co. and the sardine canneries totaled more than five million pounds.

There were 1,736,100 lbs. of ocean perch and 166,600 lbs. of groundfish brought into port. Green Island, Holmes and North Lubec Packing Companies reported receipts of 3,239,800 lbs. of herring.

Highliner for Feyler's was the *Phil-Mar*, with 110,300 lbs. Birdseye reported the *Flow* as highliner with 422,700 lbs.

## Gloucester Fishermen Want Ipswich Bay Area Opened

Gloucester fishermen met with Sen. Philip A. Graham of Hamilton on November 18 and indicated that they want a bill filed which will allow them to fish inside the three-mile limit off Ipswich Bay from January to the last of March.

Local fishermen consider January through March the Winter fishing months, and want to put this bill through so they can fish nearer home during those months. About 40 fishermen were present.

Sen. Graham recently announced that he will file a bill to provide more wharfage at the State Fish Pier, at an estimated cost of \$300,000. The proposed bill would include enlargement of the 1000-ft. pier out beyond what's left of once-Five Pound Island, by extending it from the south side of the present pier. The extension would be 35 ft. in width. A finger pier, 120 ft. long and 25 ft. wide, would be constructed at right angles to the Pier extension.

### Seiner Sinks After Hitting Submerged Object

The Gloucester seiner *Capt. Drum* collided with a submerged object at sea on November 14 and sank two hours later. Capt. Augustus Demetri and 15 men were rescued by the *Ida and Joseph* and brought to Gloucester. The *Drum* was built 77 years ago, and was the oldest active fishing craft out of Gloucester.

The *Capt. Drum* has been owned for the last six years by Salvatore Parisi and his brother Anthony Parisi, who were both aboard as crew members.

### New Whiting Dragger for Fleet

Latest addition to the Gloucester fishing fleet is the 63-ft. whiting dragger *Carol Jean*, built for Capt. Salvatore Frontiero. The craft was launched at the Davis Boatyard, McKinley, Me., on November 8. Powered with a 270 hp. Caterpillar Diesel, she is the largest dragger ever built in the Davis yards.

### Approves of Fisheries School in Gloucester

A two-year practical school of fisheries in Gloucester, with research facilities, has won the approval of Dr. Ralph A. VanMeter, president of the University of Massachusetts. Dr. VanMeter also feels that a four-year fisheries course should be instituted at Amherst. Sixteen Boston and Gloucester sponsors of a Gloucester-located college of fisheries urged their cause at a conference held at Amherst State University recently. Mrs. Thomas P. Maloney headed the group.

A committee of seven, with Dr. VanMeter as chairman, was appointed to head the campaign for a fisheries school. The committee will meet to discuss a curriculum for the proposed school, plans for a school building in Gloucester, costs and other details so as to present the whole picture to the Legislature's joint committee on education.

### "St. Nicholas" Crew Gets Big Welcome

Shrieking sirens and applause of 2000 citizens greeted the arrival of the dragger *St. Nicholas* on November 6. It was Capt. Salvatore Parisi and the crew of this dragger that rescued 10 men from the sinking trawler *Newton* on October 29.

### Trawl Film Showed to Fishermen

The movie "Trawls in Action", a copy of the new British underwater trawl film, was shown by the Fish & Wildlife Service in Gloucester on November 20. George F. Kelly, who is in charge of the ocean perch investigation for the Service, and who showed the film, stated that fishermen have argued perennially that the meshes of a trawl close narrowly as it is towed and that small fish cannot get out through the meshes even if they are in a lively condition. He pointed out that the film shows how wide open the meshes really are, and effectively refutes the fishermen's argument.



Officers of the New Bedford (Mass.) Seafood Producers Association. From left to right: John Hillier, who owns the fishing boat "Hope", treasurer; Capt. John G. Murley, vice-president; Capt. Rudolph B. Matland, president; and John A. Murley, secretary.

## New Bedford Seafood Monopoly Trial Indefinitely Postponed

Trial of the Atlantic Fishermen's Union, the Seafood Producers Assoc. of New Bedford and five individuals on charges of monopolizing the scallop and fish industry at New Bedford was indefinitely postponed by Judge William T. McCarthy last month.

The trial originally was scheduled to have started last May, but Judge McCarthy at that time put the trial over tentatively until November 18. He gave no reason for the latest postponement.

It is alleged in the indictment that the defendants conspired to restrain and monopolize the catching and sale of fresh fish and scallops in New Bedford.

### May Increase Quahog Dragging License Fee

The license fee for a commercial fisherman engaged in dragging for quahogs in Fairhaven may be increased from \$5 to \$15. Fairhaven Selectmen have taken under advisement the recommended raise entered by Tracy W. Marks, shellfish inspector.

In support of the boost, Mr. Marks said draggers under their \$5 license are permitted to take 15 bushels a day, while the hand tongs paying the same license fee are limited to three bushels a day.

The area north of Egg Island extending from a line drawn to the foot of Farmfield St., and thence to the wharf at Pope Beach has been opened for the taking of shellfish.

### Undergoing Repairs

The scalloper *Ronald & Dorothy* last month was at Norlantic Diesel Inc., Fairhaven, for extensive repairs to her keel. She went aground recently on Devils Foot Island off Woods Hole.

### Coast Guard Vessel "Chambers" Arrives

The 306-ft. Coast Guard vessel *Chambers* reached her new station at the New Bedford State Pier November 21. Lieut. Comm. J. C. Waters is skipper of the craft, which carries a complement of 11 officers and 150 men.

The *Chambers* has been assigned to join the weather chain across the Atlantic, and will be available for search and rescue work when she is in port.

### Nomansland Now Used as Target for Planes

Nomansland, the rugged little island five miles to the southwest of Martha's Vineyard, a former storm haven for many ships and vessels, is now tenanted by the Naval Air Station, Quonset, R. I. The island has been purchased by the Navy and is used as a target for fast-flying planes. It is visited only periodically by Navy personnel to reset and establish land targets.

# Marketing Problems of the Florida Fisheries

By Carter C. Osterbind\*

WITH some exceptions, methods employed in catching, handling and preparing Florida fish for shipment appear to have undergone little change in recent years, whereas many changes have been made in other areas. Wooden boxes and barrels continue as the major types of containers used in shipping.

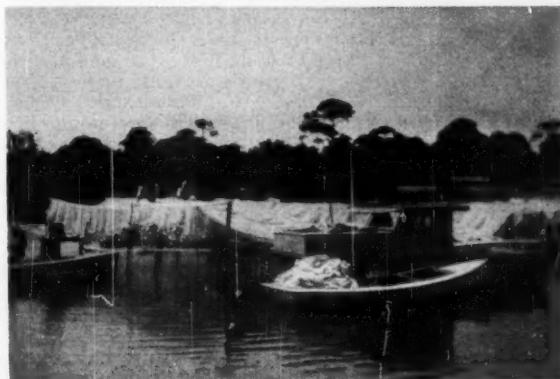
The freezing and storing of excess fish as a means of combatting the oversupply problem of the producer has not proved profitable. Producers state that the cost of freezing and storing adds so appreciably to their total cost that it is difficult ultimately to sell the frozen product at a profit, and if the supply of fresh fish moving into the markets continues throughout the season at a high level, the producer alleges that he is almost certain to incur a sizeable loss in the sale of his frozen fish.

These revelations are the result of a preliminary survey made by the Bureau of Economic and Business Research of the University of Florida, Gainesville, to discover the problems incident to the marketing of Florida fish. The survey consisted of a review of available data and of interviews with wholesalers in many parts of the State.

The individual producer (initial wholesaler), as a rule, is not identified with the product that he supplies to the consumer market; thus, bad practices in handling and shipping fish by any one producer tend to create a detriment to the entire industry. There appears to be substantially no effort on the part of Florida producers, either individually or as a group, to create a consumer preference for Florida seafoods. The consumer has little to guide him in the form of known brand names or in the form of generally understood standards of quality to be associated with Florida seafoods.

High production costs place Florida fish at a competitive disadvantage with fish from other parts of the country as well as with other competitive products. In fact, frozen fish from other parts of the country are sold extensively in Florida retail markets. These frozen products are sold primarily by chain stores and super markets.

The desirably prompt sale of fish by a Florida wholesaler often depends on the availability of truck transportation. The high cost of shipment by railway express and the unsatisfactory nature of rail freight shipment has caused buyers generally to make truck shipment a condition of purchase. Some producers operate trucks but there is widespread dependence on trucks operated by independent truckers or in some cases by buyers. The variation in catch as well as a variation in the pattern



Gulfport, Fla. commercial fishermen mending the holes in their nets made by sharks, snook, snags, or other objects. Using a bobbin—usually of wood—about 8" long, the skillful do a fast and neat repair job. At best, however, it calls for hours of work.

of sales creates a problem in scheduling trucks to meet shipping requirements. Some truckers do follow a regular schedule but this does not provide an answer to the problem inasmuch as shipping needs do not conform to a regular schedule.

## Producers Sell Directly to Wholesalers

Although some producers sell a part of their fish through the Florida Fish Distributors, Inc., in Jacksonville, it is customary for all producers (initial wholesalers) to sell directly to wholesalers in the various consuming markets. Although many city wholesalers continually buy from certain producers, it is also customary for the city wholesalers to maintain relationships with numerous Florida producers. Because of this individual direct selling method, it is customary for the Florida producer to start making telephone calls to wholesale buyers as soon as he has fish to sell, and usually he will continue to make such calls until he has executed a sale.

Thus, when fish are running and the producers have large quantities of fish to sell, the city wholesalers are swamped with offers of fish from Florida producers. Under such conditions the bargaining position of the city wholesaler is very strong. It is reasonable to assume that the fear of incurring complete loss as a result of holding fish until it is not marketable may sometimes lead the Florida producer to sell at a loss because he has no acceptable alternative under present conditions. Not only is this an unsatisfactory marketing method because of the price effect, but also because the excessive use of the telephone, resulting in duplicated calls, adds a high cost to selling.

Although not uniformly a problem, many producers experience difficulty in maintaining a satisfactory supply of labor. The seasonal nature of the employment and the presence of more profitable job opportunities in other activities contribute to the problem. In addition to the regular seasonal unemployment, the fisherman is at times temporarily unemployed when the producers find it necessary to cut off fishermen due to temporary conditions of over-supply in the market. These conditions in the labor market work to the detriment of both the employer and the employee.

A number of Florida producers have expressed the opinion that it has become more profitable for them to buy fish from fishermen who operate their own boats than to operate boats and employ fishermen. This opinion has caused producers in some instances greatly to decrease the size of their boat operations and increase the size of

(Continued on page 29)



Mullet fishermen who work inshore waters with small boats unloading their net at Madeira Beach, near Johns Pass, Fla.



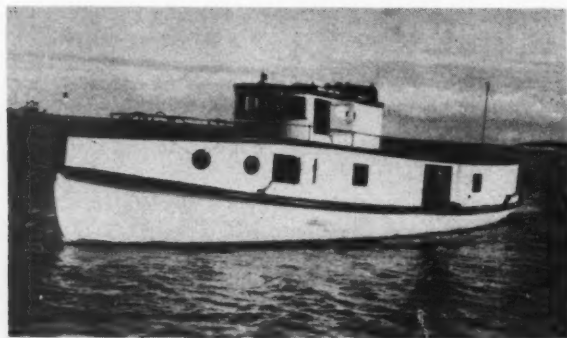
## Great Lakes Herring Netting Operations Under Way

In Lake Superior, Green Bay, Lake Michigan and Lake Huron waters, commercial fishing fleets are generally out for herring. Packers and processors anticipate a good harvest of herring for deep-freezing operations.

Bayfield, Wis. commercial fishermen are mainly producing herring, while lake trout yields from gill net operations have been ranging from light to fair. At Marquette, Mich., lake trout landings were fair; the same was true for Munising, Grand Marais, and Whitefish Point, Mich.

In the Green Bay area, Bay de Noc commercial netters reported better takes of walleyes. Clifford Long, a Fish Division supervisor from Escanaba, said walleyes are coming back into the Bay and that there are good signs of improvement in the years ahead.

Herring production was good on Green Bay during November. Smelt takes showed improvement, and smelt



The 55' tug "Badger", owned by Endress & Masse, Grand Marais, Mich. She is powered with a 75 hp. Kahlenberg Diesel, and is captained by Parmer Masse.

netters expected to take record catches of the silvery fish during the coming ice season.

On Lake Michigan perch and walleye catches have been fairly good. In the southern area of the lake netters landed sizable catches of lake perch and fairly good hauls of walleyes. Whitefish yields just before the season closed were impressive in several fishing areas, indicating a good trend.

On Lake Huron prior to the closed season on whitefish, Georgian Bay fishermen were getting good catches of that species. Pike yields from the lake have been fair to good.

Latest reports from the Ohio commercial fishermen operating on Lake Erie indicate that good catches of whitefish and perch were had during the current season. A quantity of the production reached the Chicago wholesale market.

On Lake Erie, commercial production of yellow perch has been high recently. In both the western and eastern regions of the lake hauls were good. In the Erie, Pa. and Port Dover, Ont. areas some impressive catches of whitefish were reported. Fisheries at Ashtabula, Ohio have been making profitable landings of the usual run of Lake Erie fish. At Monroe, Mich., commercial fishermen reported lucrative hauls.

### Move Fishing Operations to Lake Michigan

Harold Lamb, Rogers City, Mich., and Joe Hamell, East Tawas, Mich., have moved a portion of their trap netting operations from Lake Huron to the southern end of Lake Michigan. They are fishing presently in the South Haven and St. Joseph, Mich. areas on the Michigan side of the lake, where they are making good catches of walleyes.

### Pendill's Creek Hatchery Starts Operating

The first flow of water was diverted to run through the new Pendill's Creek fish cultural station in Chippewa County, Mich. recently. In November the first shipment of lake trout fry was received. Harold Newman has been appointed superintendent of the station.

### Fishermen Use Trucking Services

Great Lakes commercial fishermen and wholesale fish dealers are shipping much of their fish to New York by fast refrigerator trucks. Trucking companies are offering 24 to 48 hour service from Michigan ports to the New York market.

### Receives Tribute from Fisheries Society

The American Fisheries Society has made J. August Anderson, well-known veteran commercial fisherman of Marquette, Mich., a life member. Anderson's long-standing active membership in the organization was primarily responsible for the move by the Society.

Anderson, who operates the Anderson Fish Co. at Marquette, was notified of the honor in a letter from F. A. Westerman, Lansing, Mich., chief of the Conservation Department's Fish Division.

### Changes in Conservation Dept. Personnel

Dr. Edwin Le Cooper, director of the Pigeon River trout research station of the Michigan Conservation Dept. Fisheries Research Institute, recently resigned. He will take over the chief fisheries biologist job of the Wisconsin Conservation Dept.

Fred Wahlquist retired last month following many years in the Fisheries Division of the Wisconsin Conservation Dept. Wahlquist is one of three generations of Wahlquists who have worked in the Wisconsin Fisheries Division. He began sorting lake trout eggs at the Salmo hatchery at Bayfield at the age of 12, in 1899.

### Trout Tagging Shows Where Fish Travel

Leo F. Erkkila, regional fish biologist in charge of the Marquette, Mich. station of the Fish & Wildlife Service, recently reported that Lake Superior trout are apt to roam most anywhere within the Lake.

Experiments showed that trout tagged at Bay de Gris on the Keweenaw Peninsula in Michigan waters of Lake Superior have been taken at such widely scattered points as Grand Marais, Mich., Duluth, Minn. and the Slate Islands, which are located on the opposite shore in Canadian waters.

Erkkila reports that recovery of the trout tagged in October, 1950 has been 10%. This is considered a favorable ratio. Three types of tags were used in the experiments: Peterson tags, which are small metal discs attached on either side of the fish by means of a metal pin which is placed through the fleshy portion directly in front of the dorsal fin, and streamer and jaw tags.

Every tag has a serial number, and fishermen are urged to cooperate with the Fish & Wildlife station by reporting these numbers anytime a marked fish is taken.

### Fishing Boat Changes Hands

The Pulda Brothers & Strege Fishery at Racine, Wis. now owns and operates the gill net fishing boat *Janice A.*, which was formerly owned by Walter Duszynski of Milwaukee, who has retired from business.

### LaFond Moves Fishery to Manitowoc

Lelond LaFond, formerly of Milwaukee, Wis., has moved his fishery and operations to Manitowoc, where he will make his home.

### Fish Cookery Demonstrations

A series of fish cookery demonstrations is being conducted by the U. S. Fish & Wildlife Service in cooperation with the School Lunch Division of the Illinois Office of Public Instruction. The aim of these demonstrations is to teach Illinois school and institutional cafeteria personnel how economically and appetizingly fish can be prepared.



## New Jersey Fishermen Want to Operate Closer to Shore

New Jersey commercial fishermen have revealed plans to use the U. S. Supreme Court tidelands decision to challenge a State law restricting commercial fishing operations to two miles offshore. Capt. David H. Hart, Cape May fisherman and a member of the State Fish & Game Council, declared last month that commercial fishermen will seek modification of present New Jersey laws to permit fishing within one mile of the coast.

The Supreme Court ruled in the tidelands oil case that the Federal Government and not the States has jurisdiction over oil deposits offshore. Fishing rights of commercial fishermen have been trimmed to the point where they now find it difficult to make a living, Hart asserted at the Council's monthly meeting.

### Seeks to Import Frozen Lobsters

Jersey City stands to become an important reshipping point for frozen lobster, if State game authorities ease up on a technicality. Raymond B. Roos of Harborside Terminal wants to import Nova Scotia lobsters—under the 3½-inch Jersey minimum, but frozen—for transshipment to inland States where they may legally be consumed.

Dr. A. Heaton Underhill, director of the State Fish & Game Council, indicated the State is sympathetic to the idea. He believes it will work out all right, as long as the lobsters go right through the State, and in a frozen condition.

### New Lighted Bell Buoy

Admiral C. A. Richmond, acting commandant of the U. S. Coast Guard Service, reported to the Ocean County Board of Chosen Freeholders recently that a lighted bell buoy has been established off the entrance to Beach Haven Inlet, along with reflector material on unlighted channel buoys, best suited to existing conditions. He revealed that local mariners expressed approval of these provisions for the Inlet, entering Little Egg Harbor and Tuckerton Bays.

## Long Island Oysters in Short Supply This Fall

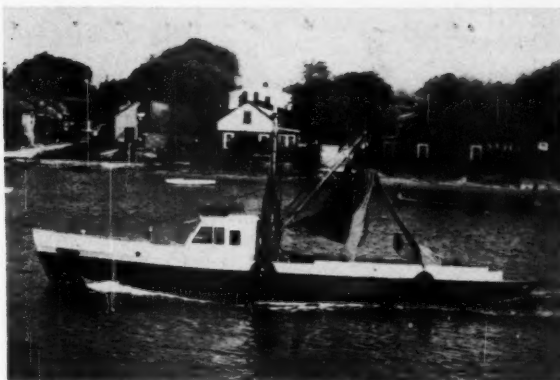
Oyster lovers in the New York region have been hearing reports of late that there is an oyster shortage. Where the Long Island and Connecticut waters once teemed with these shellfish, this is no longer as true. New York dealers are now bringing in some New Jerseys, Rhode Islands and Delawares to replenish their stocks.

In contrast to the current local conditions, reports from other areas tell of a rise this Fall in the oyster yield. It is reported that New Jersey has a good set, and in the Chesapeake region there has been a sizable upswing. So, on balance, and over the long pull, the Oyster Institute, representing North America's growers and dealers, is undisturbed.

The fact is, Long Island for some years past has been suffering as a field of oyster growing from two or three important hazards. One is the silting up of various approaches to Great South Bay—the Fire Island and Shinnecock inlets, for example, are far less passable than in the past, thus preventing a free circulation of food-bearing water. Organic pollution of the water is another danger, and students are inclined to blame the enormous duck farms on the island.

### More Money Sought for Inlet Work

The Riverhead Board of Supervisors agreed last month to put up \$45,000 more for the stabilization of Moriches Inlet, provided the State comes through with \$90,000 and Brookhaven Town contributes an additional \$45,000.



The "Arleen", 60' dragger owned by Capt. L. Mezzo of Brooklyn, N. Y. The craft is finished with International paint, and her power plant is a 95 hp. Mack Diesel with 3:1 Snow-Nabstedt reduction gear. She is equipped with American Tiger Brand wire rope, Hathaway winch, Columbian rope, and uses RPM lubricating oil.

The total new fund of \$180,000 would be added to the \$400,000 already available for the construction of a jetty on the west side of the inlet and for repairs to work done several years ago.

At Patchogue, a new drive for Federal aid for the dredging of Fire Island Inlet will be sought by the Fire Island Inlet Committee at a meeting to be held this month. Leslie Weiss of Patchogue is chairman of the committee which was organized two years ago.

### Forty Attend Diesel School

A class of nearly forty attended the two-day mobile training school on Diesel engines at the H. W. Sweet Shipyard in Greenport last month. The training school for the care and maintenance of Diesel engines was sponsored by the Sweet Shipyard, newly appointed Suffolk County sales and service dealer for General Motors marine Diesels.

The instruction was in charge of Walter Holt and Perry Swartz of General Motors, and included the showing of movies and cut-away parts of the motors. There also were four Diesels which were in actual operation.

### Montauk Danger Area Narrowed

The Secretary of the Army has approved an amendment to the regulations governing the use of the anti-aircraft firing range in the Atlantic Ocean off Montauk's Camp Hero. The revision shifts the eastern border of the restricted area some 10 degrees westward, thus permitting fishermen to operate in an area which produces the best Fall catches.



William Pebler, left, and George Pebler of William Pebler & Sons, fish packers of Atlantic City, N. J. The company owns four boats: the "Olivia", "Maud S. II", "Seabird" and "Mary".



The 41' fishing boat "Terry M.", owned by Romeo Mamolo of Marrero, La., and powered with a 165 hp. Gray engine.

## Louisiana Has Newly-Created Commercial Seafood Division

Paul Voitier, formerly director of enforcement for the State Department of Wildlife and Fisheries, has been named director of a newly-created branch, the Commercial Seafood Division. Ernest S. Clements, commissioner of the Department, said he established the new division to supervise all commercial fisheries with the exception of oysters. The new division will have a complete corps of law enforcement agents, patrol boats and airplanes at its disposal.

Frank Trochiano, a supervisor and ranger in the Enforcement Division, has been appointed as Voitier's assistant. Capt. Julius Book, formerly assistant director of enforcement, has stepped up to succeed Voitier as enforcement director, and Ben Dahlen has been named his assistant.

Louisiana voters approved at the November 4 election a State constitutional amendment providing for replacement of the one-man direction of the State Department of Wildlife and Fisheries with a seven-member board.

Under the amendment, three of the board's members will represent commercial interests and three will represent sportsmen, both serving six-year terms. A seventh member will be named to serve a four-year term. All of the board's members will be appointed by the Governor.

The new board will be empowered to select and remove the commissioner at its discretion. The commissioner will have two deputies, one in charge of commercial fishing and trapping, and the other in charge of sports fishing and hunting.

### Canal to Be Dredged for Shrimp Boats

Dredging of Avery Canal in the Vermilion Bay area, so shrimp boats won't be trapped by low tide, will begin soon. The project calls for excavation of 20,000 to 37,000 yards of earth and silt.

### Oyster Institute Director in New Orleans

David H. Wallace, director of the Oyster Institute of North America, met in New Orleans last month with officers of the Louisiana Oyster Dealers & Growers Assoc., and discussed the Institute's convention to be held in New Orleans during June. He said that New Orleans has a national reputation as an oyster town because of its "Oysters Rockefeller" and the large number of oyster bars in the city. Louisiana, he said, has a progressive reputation in the encouragement and development of the oyster industry.

Wallace declared that Louisiana oysters compare favorably with the best oysters anywhere. Proof of the State's

valuable oyster industry was the increase in production during the past few years when production elsewhere in the nation dropped off. This increase he attributed to the concentration of oyster culture and the interest of the State in developing oyster beds. The State has planted 100,000 barrels of oyster shells recently.

### Shrimp Trawling Banned in Lake

Although trawling for shrimp in Lake Pontchartrain has been banned all seasons by Commissioner Ernest Clements of the Louisiana Department of Wildlife and Fisheries, it has been reported that for some weeks scores of small, fast boats have been dragging nets in the Lake. The Department has placed planes, boats and men in the Lake to watch the activities and to try to stop the violations. They also are trying to stop illicit killing of fish by the use of electric shocking devices.

### Late Run of Spanish Mackerel

Redfish have been reported moving in schools along the shores of the coastal islands and into the deeper channels and bays. Speckled trout are especially plentiful, as are sheephead, drums and flounders. In the Gulf, offshore, a late run of Spanish mackerel was spotted around the many oil rig structures, and these fish were being caught at a depth of about 10 ft. With them were bluefish and pompano, and below the rigs large silver trout and spade-fish were abundant. Small red and mangrove snappers and groupers were being caught in deep waters.

### Urges Marine-Study Cooperation

In a talk before the Southern Governors' Conference last month in New Orleans, Maryland's Gov. Theodore R. McKeldin urged cooperation among Southern coastal States in developing their marine sciences. Mentioned as an example of interstate cooperation already in operation was the Johns Hopkins University Chesapeake Bay Institute, to which both Virginia and Maryland, as well as the Naval Research Office, contribute.

Also cited was cooperation between the Bears Bluff Laboratory of South Carolina and Maryland's Chesapeake Biological Laboratory. They seek to develop a project for the use of vast quantities of South Carolina seed oysters in an attempt to increase the Maryland yield.

### Shrimper Gets Unusual Catches

Clyde Davidson of Berwick, captain of the *Dragonet*, is one fisherman who has several unusual catches to his credit. Once he pulled up his net to find two giant sawfish about 10 ft. long tangled in it. He had to run into the shore to cut them out of the bag, because they reached from the boom to the deck. He also once caught a rare horseshoe crab near Gulfport.



The "Wilma", 56½' x 17' x 7' boat owned by Edward D. Aoughsten of Palacios, Tex. Her topsides are finished with Woolsey paint, and she has 120 hp. Caterpillar D13000 Diesel, Bendix depth recorder, Ederer nets, and Columbian rope.

## Florida's Red Tide Treated With Copper Sulphate

Fish and Wildlife Service scientists poured 50,000 gallons of copper sulphate into the Gulf November 22 in an effort to neutralize a new outbreak of the red tide. The outbreak, much smaller than the one which baffled marine life experts the previous week, was discovered about three miles offshore from the Ft. Myers Beach area. The heaviest concentration of dead fish was off Sanibel Island, near where the Caloosahatchee waters join the Gulf of Mexico.

Whether the copper sulphate is able to kill the dinoflagellates, one-cell fresh water protozoa which are poisonous to salt-water marine life, cannot be determined for several days, the scientists said. Albert Collier, director of the Fish & Wildlife Service laboratory at Galveston, Texas, said that the new red tide apparently was formed under the same weather conditions that existed when the larger infected area was discovered—low wind velocity and calm waters. Collier will try to determine the part the Caloosahatchee River plays in creating a favorable growth of *gymnodinium brevis*, the microscopic organism blamed for causing the red tide deaths.

L. Basil Slobodkin, a marine biologist from the Galveston laboratory, previously expressed the theory that heavy fresh water discharges from the Caloosahatchee River lower the salt content of the Gulf water to such an extent the organism multiplies very rapidly.

Still another theory on the cause of the red tide was brought out by Nick Mandalou, a former Tarpon Springs finger sponge fisherman, who believes the tide can be blamed on the finger sponge itself. By his theory, finger sponges emit a lethal red liquid when they are subjected to water of lower salinity than that in which they normally grow. Mandalou says that an abnormal amount of fresh water flowing into the Gulf from creeks and rivers and as a result of heavy rains, kills the finger sponge and results in the "bleeding" of its red, amoniated goti which is poisonous to sea life.

He reported that in 12 working days a year ago last August 12,000 finger sponges were brought into Tarpon Springs. Some of the largest were as high as five ft., and one of these weighed about 30 lbs., of which 29 lbs. was the poisonous "blood" and only one pound was dry skeleton.

Mandalou claims that big stones at the bottom of the Gulf were cleaned of all of their barnacles during the 1947 red tide. He believes that the red tide may eventually be used beneficially as an ingredient in the manufacture of an anti-barnacle marine paint.

### Start Mass Production of Shrimpers

The Hillsborough County Port Authority last month opened the way for mass-production of shrimp boats at Hooker's Point by a Tampa shrimp operator and builder. Clarence D. Glover was granted a five-year lease for a three-acre site which has a frontage of about 205' on Hillsborough Channel. Ways and equipment owned by the late Albert Haworth will be switched from the construction of pontoon boats to shrimp boats.

The boats will be 75 ft. long, with a 22 ft. beam and 11 ft. depth. Air conditioned quarters will be provided for the crews, most of whom must work at night and sleep during the hot hours of the day.

Two types will be constructed. One is the conventional ice-boat, which remains on the water 24 to 34 days and returns with its catch on ice, ready to be sold to wholesalers. The other type will return with frozen shrimp in five and 10-lb. packages, placed in master cartons, ready for the housewife.

Because of the expanded fuel facilities, the freezer boat can range as far as 1200 miles on 60-day trips. The new boats will enable an expansion of the scope of shrimp operations, making it possible for the fleets to travel as far as the Panama Canal Zone.



Taylor Brothers' 65' shrimper "Vixen" of St. Augustine, Fla. Her Lathrop DH-200 Diesel was sold by Marine Motors Sales Corp., Jacksonville.

The keel for the first shrimper was laid on November 10. At peak capacity, 12 boats will be in various stages of building on the two assembly lines, and one boat will be turned out each week.

### Lightship to Be Replaced

The Coast Guard has disclosed that the St. John's Lightship, near Jacksonville, will be replaced with a lighthouse and other navigational aids. The Navy and major commercial interests have waived any objections to the project, and it has been determined that the change may be made without increasing maritime hazards.

### Non-Food Fish Catch Shows Big Increase

Tabulations made by the University of Miami Marine Laboratory show that through July of this year the food fish and shellfish catch was running about 10 percent under 1951, but non-food fish was up about 56 percent.

The main concern of Florida's fishing industry at present is to continue to improve the quality of fish delivered to the consumer by better distribution and handling practices, according to A. J. Robida of Jacksonville, president of the Southeastern Fisheries Association.

"We're more concerned with this than with expansion at the present time," said Robida. "If we improve quality, expansion will take care of itself." Robida added that although low prices prevail at present for some edible fish, the picture generally looks good.

Commercial fishing in the Tampa-St. Petersburg area was reported "very good" by G. E. Brown of the Pinellas Seafood Co. Redfish, mullet and trout are 40 percent more plentiful than in 1951. The fish are smaller but there are more of them, he added. Brown pointed out that demand is down to some extent, however. He suggested that more Tampa Bay and Gulf fish be included in filling contracts for armed forces bases, hospitals and prisons.

### Georgia Changes Shad Fishing Season

Game & Fish Commissioners have approved new shad regulations and seasons. The season will now run from January 1 to April 15. Fulton Lovell, Commission Director, stated that so many requests had come in to change the days for commercial shad fishing that the Commission had approved a bill whereby no commercial fishing for shad will be allowed from Friday at sundown to Monday at sunrise.

The daily creel limit on shad has been raised from five to eight. These regulations apply to all streams other than the St. Mary's, where the season will be the same as before, December 15 to April 15.



## Maryland Packers Organize to Improve Oyster Production

A long-range program to improve oyster production and expand markets has been launched by Maryland oyster packers who named Harold Bassett as executive secretary and treasurer of the new organization. The group is the Chesapeake Bay Seafood Packers Association, organized last month at a meeting in Easton. Bassett is former owner and president of the Charles Lookerman Oyster Co.

Officers of the Association, which will maintain headquarters in Salisbury, are Glendon H. Bailey, Bivalve Packing Co., Bivalve, president; Raymond Wentworth, Wentworth Co., Baltimore, and William Woodfield, Woodfield Fish & Oyster Co., Galesville, vice-presidents; Ira Todd, Jr., Crisfield, secretary.

### Some Accord Reached on Potomac Oystering

Fisheries officials from Maryland and Virginia last month reached some tentative agreements designed to iron out troubles between watermen of the two States over oystering in the Potomac River. The basis of the agreement is a law already enacted by the Virginia Legislature. To become effective, it also must be adopted by the Maryland General Assembly.

The main thing the proposal calls for is the creation of a joint Maryland-Virginia commission for the supervision of oystering on the Potomac. Some of the provisions would detail carefully the type of gear which would be permitted for the taking of oysters in deep waters of the Potomac.

Arthur H. Brice, chairman of the Maryland Tidewater Fisheries Commission, said the Virginians also agreed to rigid enforcement of laws protecting a sanctuary Maryland has set up for crab propagation.

### Talbot County Oyster Dredging Season Opens

Prospects for Talbot County oyster dredgers are good, according to Capt. Bill Colburn of the Tidewater Fisheries Commission. Last year there were 13 licensed dredgers in Talbot, and Capt. Colburn expects the same number to be dredging before the season, which opened November 1, is far advanced.

Colburn said that the quality of the Choptank oyster should be very good this year, and they will be plentiful. Dredgers were expected to be able to take up to 75 bushels per day from the Choptank.

Chesapeake Bay dredgers can expect to take up to 150 bushels per day, with oyster prospects there picking up.

### Dredging Project to Benefit Fishermen

A contract in the amount of \$54,736.50 for maintenance dredging of a number of Federal projects in the Chesapeake Bay area has been awarded to the Steen Contracting Corp. of Norfolk, Va. by the Baltimore District of the U. S. Army Corps of Engineers.

One of the projects is at Upper Thoroughfare and provides for restoration of the approach channel in Tangier Sound to its 9 ft. depth and 100 ft. width. In addition, the anchorage and turning basins inside the stone breakwaters also will be dredged to a 9 ft. depth, and the anchorage basin adjacent to the county highway bridge will be dredged to a 6 ft. depth. This channel, in addition to serving the needs of a great many watermen engaged in the seafood industry, is used by the Tidewater Fisheries Commission as a distributing point for shipment of large quantities of oyster shells for planting in the Chesapeake Bay.

### Edwin Warfield, Jr.

Edwin Warfield, Jr., who served as chairman of the Tidewater Fisheries Commission some years ago, and was an advocate of private planting to increase Maryland oyster production, died in Crisfield last month at the age of 61.

## Massachusetts Dealers and Fishermen Want to Keep Present Lobster Length

A survey of the dealers and fishermen in Massachusetts discloses that the lobster industry is overwhelmingly in favor of retaining the 3-3/16" measure with no further increase at present. According to Francis W. Sargent, director of the Division of Marine Fisheries, it appears that the Division's primary objective of creating a one-pound lobster has for all practical purposes been attained.

Therefore, he plans to have amending legislation introduced to maintain the 3-3/16" measure. Originally the lobster size was slated to be increased to 3 1/4" on December 1. Until such time as the amending legislation is acted upon, the Division of Law Enforcement, upon Sargent's request, has agreed to enforce only the 3-3/16" measure.

### Suits Brought Against Tanker's Owner

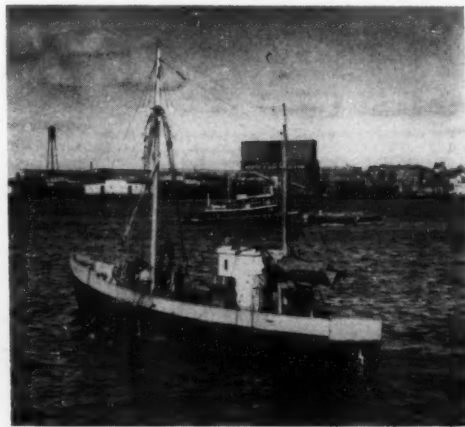
Seven suits totaling \$1,600,000 were filed last month in Federal Court in Boston as a result of the sinking of the fishing boat *Lynn* in a collision with an oil tanker owned by the Texas Co. Six of the suits were filed in behalf of widows or other relatives of crewmen of the *Lynn* who were lost. The seventh suit was filed by John J. King of Winthrop, a survivor.

### Fish Pier Fire

A fire last month caused damage to a large wooden store house occupied by O'Hara Bros. Co., Inc., at the Boston Fish Pier. According to officials, the building contained rope, fish nets and wooden barrels.



Left: Alphonso Graffeo unloads his catch at Boston Fish Pier. He recently repowered his 74' "Michael G." (shown at right) with a General Motors 6-110 Diesel, rated 190 continuous hp., and increased the craft's speed by five miles per hour. The Diesel swings a 52" x 42" propeller through 4.5:1 reduction for a top speed of 11 knots at 1800 rpm.



## The first Diesel-powered lobster boat on the East Coast . . . and you can bet she carries NEW BEDFORD POT WARP



Owned and  
operated by  
**DANA HODGKINS,**  
Tidal Falls,  
Hancock, Maine

Capt. Hodgkins believes in having everything up to date. That's why he uses New Bedford 6th Cable Lay Copper Treated Pot Warp, both sisal and manila, for the 150 to 200 traps he fishes. Warps range from 20 to 60 fathoms, and traps are fished double-rigged in winter, single in summer.

Captain Hodgkins has been using New Bedford for more than seven years. He likes it for its easy handling, its toughness, its durability, its real economy. When you replace pot warp rigging, fishing cables, net lines or hawsers—replace it with New Bedford. You'll soon learn why more and more fishing boats are being completely fitted with New Bedford.

Useful New Bedford Chart shows difference in breaking strength of manila, sisal and Nylon rope. Send for it. It's free.



**NEW BEDFORD CORDAGE CO.**  
NEW BEDFORD, MASS.



## McKinney Heads Diesel Engine Mfrs.

At the annual meeting of the Diesel Engine Manufacturers Association held in New York City on November 14, the following officers were elected for 1953: president, A. W. McKinney, executive vice-president of The National Supply Co. of Pittsburgh; vice-president, Walter A. Rentschler, vice-president of Baldwin-Lima-Hamilton Corp. of Philadelphia; vice-president, William E. Butts, president of Enterprise Engine & Machinery Co. of San Francisco; treasurer, Robert H. Morse, Jr., president of Fairbanks, Morse & Co. of Chicago; and secretary and executive director, Harvey T. Hill of Chicago.

The following men, together with the foregoing officers, will serve as directors of the Association: William S. Morris of American Locomotive Co. of New York; C. Paul Clark of Clark Bros. Co., Olean; Gordon Lefebvre, president of The Cooper-Bessemer Corp. of Mt. Vernon, Ohio; George W. Codrington, vice-president and general manager of Cleveland Diesel Engine Division of General Motors Corp., Detroit; Harald T. Reishus of International Harvester Co., Chicago; M. C. Davison, vice-president of Ingersoll-Rand Co., New York; Robert E. Friend, president of Nordberg Mfg. Co. of Milwaukee; Otto H. Fischer, president of The Union Diesel Engine Co. of Oakland; and E. J. Schwanhauser of Worthington Corp. at Harrison, N. J.

## S. C. Meeting Discusses Shrimp Laws

The South Carolina Wildlife Resources Commission held a public meeting in Beaufort on November 28 to discuss commercial fishing matters, particularly the present shrimping regulations. The meeting was called at the request of Beaufort Sen. E. B. Rodgers and a number of operators of shrimping boats who maintain that the present regulations work a hardship on them.

## Get Roomy, Bone-Dry Comfort



### RUFF-N-TUFF EUREKA SUIT

(left) of cold GR-S Rubber has 30" Jacket. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. Overalls with bib front and elastic suspenders, have cut-off strips.

### PEERLESS SUIT

(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. Overalls have waist-tie cords; bib front; webbing suspenders.



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**UNITED STATES RUBBER COMPANY**  
Rockefeller Center, New York City

# Monte Carlo New Scallop Dragger Protects its Diesel with the **AQUA-CLEAR FEEDER**

No modern engine room is complete without an AQUA-CLEAR Feeder, like this one on the Monte Carlo.



Recently launched, the Monte Carlo of Portland, Maine, has many improvements over older type vessels. Edwin B. Athearn, Owner and Captain.

## Gain This Advantage for Your Boat

This newcomer to the Atlantic fishing fleet is attracting a lot of attention among fishermen because of her progressive design, and up-to-the-minute equipment for more efficient operation. Equipped with famous Burmeister & Wain diesel engine, protected of course with an AQUA-CLEAR Feeder.

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The AQUA-CLEAR Feeder protects cylinder heads, manifolds, water jackets, liners—the complete cooling system—from all rust, corrosion, electrolysis, without salting down the engine. It's the modern, efficient way—cool direct with raw sea water!

Used by more than 10,000 fishboats, towboats, workboats, even pleasure craft and outboards. No moving parts to wear out or break down. No extra pumps, extra piping, holes through the hull—no expansion tanks or heat exchangers. Yet with all its advantages, the AQUA-CLEAR Feeder costs only \$50 to \$75 for engines up to 150 h.p.—larger sizes in proportion.

## Toss Away Your Heat Exchanger Troubles

### Save Money—Avoid Lay-Ups

Many new fishboats now being launched have done away with costly closed cooling by using AQUA-CLEAR Feeders. Boat owners installing new engines are using money-saving AQUA-CLEAR Feeders—others are even abandoning the closed cooling system on old engines in favor of this simple method that makes all water non-corrosive.

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### Special Models for Processing Plants

Canners and packers are solving troublesome rust and corrosion problems in water lines, tanks, etc. Also refrigeration plants, restaurants, laundries, factories, homes.

Dealers: Write for Special Offer

## N. C. Having Good Stripped Bass Run

One of the best catches of striped bass this season from the Manns Harbor area was reported November 17 by Odell Tillett, who caught 4,000 lbs. of these fish in a purse net. They sold for 20 cents a pound, and brought a total of \$800. Larry Midgett made a good catch later in the same week, his take being 2,800 lbs.

Among many good striped bass catches made by parties chartering the *Mary Jane*, owned by Capt. Hugh G. Craddock of Manns Harbor, was one by E. K. Howard and party of Lumberton. In a short time they caught 68 fish averaging 3 to 8 lbs. Total weight was upwards of 200 lbs.

November 2 and 3 are likely to go down in history at Wanchese as the days on which the Croatan Sound waters in the vicinity of Roanoke Marshes lighthouse were literally alive with striped bass. The top catch of the two days was brought in on the 2nd by veteran fishing and hunting guide Wayland Baum and family of Wanchese. They caught 168 fish.

## Hold Conservation Congress

Three representatives of the commercial fishing industry in Carteret County spoke last month at the second session of the conservation congress sponsored by the Department of Conservation and Development, at Raleigh. Clayton Fulcher, Jr. of the Fulcher Seafood Co., Atlantic; William H. Potter, general manager of the Beaufort Fisheries; and C. D. Kirkpatrick of Morehead City, fisheries commissioner, discussed the programs and problems of groups dealing with the State's commercial fisheries.

Fulcher spoke in favor of continued restrictions in the field of oyster dredging, and said the State's oyster rehabilitation act has been the salvation of the oyster industry.

Commissioner Kirkpatrick called for the formation of cooperative markets and processing plants to stabilize seafood prices at peak production periods. Dr. Robert E. Coker, chairman of the executive committee of the Institute of Fisheries Research of the University of North Carolina, joined with Kirkpatrick in pointing up the need for better marketing and processing of the State's seafoods. He also called for continued research into the field of marketable marine life.

Mr. Potter spoke on the past, present and future of the menhaden industry. He predicted that the men who manage the industry will continue to meet the challenge of changing conditions.

Other speakers at the session were Col. Clyde Patton, executive director of the Wildlife Resources Commis-



sion, and Dr. Harden F. Taylor of New York, former director of the North Carolina survey of marine fisheries.

### Advisory Council Discusses Fishery Problems

The Port Advisory Council of the Institute of Fisheries Research heard talks last month by Clayton Fulcher, Jr. of Atlantic; and Dr. Eugene W. Roelofs, Dr. Austin B. Williams, Dr. William E. Fahy, Dr. A. F. Chestnut, all members of the staff of the Institute.

Fulcher told the group that the Institute has been of great assistance to the fishermen in the State. Of particular value, he pointed out, was the work of the Institute on brown spotted shrimp. As the result of studies made by the Institute, the shrimping season was opened about six weeks earlier than the law allowed, and the ban on night shrimping was lifted for the period of the spotted shrimp run. Fulcher estimated that in the last two years this action has meant about \$500,000 to the shrimp fishermen.

Dr. Fahy reported on his work on scallops in Core Sound, while Dr. Chestnut reviewed the oyster situation in the Tar Heel State. Dr. Williams reported on his shrimp findings, and Dr. Roelofs gave a report on the distribution of fisheries resources in North Carolina.

### Rhode Island Laboratory Has New Research Boat

The Narragansett Marine Laboratory in Saunderstown commissioned a 75-ft. former Coast Guard patrol craft as a floating laboratory and research vessel last month. Named the *Seahorse*, the new acquisition will be the first of its type to be owned outright by the laboratory. In the past, fishing draggers have been chartered as research craft when the need has arisen.

Stanley Spink of Wickford, who has done most of the fitting-out work on the *Seahorse*, will be skipper of the vessel, with Charles Cabral of Jamestown as engineer. Wharton Shipyard in Jamestown has recently installed a heavy-duty work mast with booms extending fore and aft, and also a trawl winch.

Included among the working gear are an orange peel bucket for sampling the bay or ocean bottom, a Fathometer for making soundings and a ship-to-shore telephone. The craft's main cabin has been turned into a makeshift laboratory where researchers can collect data from specimens whose value might be lost if the scientists waited until the *Seahorse* got back to port.

With the *Seahorse* in commission, the laboratory, a department of Rhode Island University, will be operating four research craft. Others are the 76-ft. oyster schooner *Virginia*, chartered from Parker Leonard of Saybrook, Conn., and the small draggers *Billy* and *Lil-Joy*, chartered from Spink and Earl Sutcliffe.

### To Transplant Seed Scallop Crop

Thousands of bushels of seed scallops, the largest crop in many years, were expected to be transplanted before the end of November from Point Judith Pond in South Kingstown. Acres of seedlings in the pond between Great Island and Jerry Brown plat on the western shore were in danger of freezing on mud flats exposed by low moon tides. However, Edward C. Hayes, Jr., head of the Fish & Game Division, said he was planning a wholesale distribution of the baby scallops to other Rhode Island waters.

### Seek Bids on Galilee Harbor Improvements

Henry Ise, chief of the State Division of Harbors and Rivers, said last month his Division will seek bids in the near future on an extensive harbor dredging project to provide new deep-water anchorages for fishing and pleasure craft at Galilee. Bids also will be sought on an extension of the State's finger pier system on new land, to be made by the harbor dredging project, to the west and north of the port's trash fish processing plant.



## "CAT" D375 POWERS "MR. VAN"!

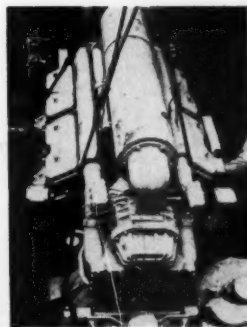
**H. O. PENN MACHINERY CO. ENGINEERS  
DEPENDABLE POWER FOR DREDGE TENDER . . .**

"Mr. Van" is now hard at work on the Orinoco River dredging project in Venezuela.

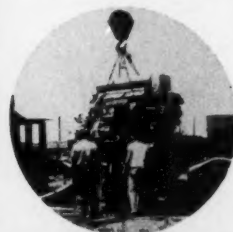
"Mr. Van" is a 50-foot dredge tender, owned by the Gahagen Overseas Construction Co., Inc., New York. This trim work boat was built in the yards of the American Electric Welding Co.

Dredging in the swift waters of the Orinoco is a job that calls for sure-fired power. That's why the owners picked a "Caterpillar" D375 Marine Engine from H. O. Penn Machinery Co. "Mr. Van" went through test runs with flying colors, so much in fact that another of the Gahagen company's boats is being powered by a "Cat" Diesel from H. O. Penn Machinery Co.

Let us prove to you that there's no power that can equal a "Cat's" dependability and economy . . . let us tell you how low the cost of repowering can be. We can give you an estimate without obligation on your part . . . just phone us!

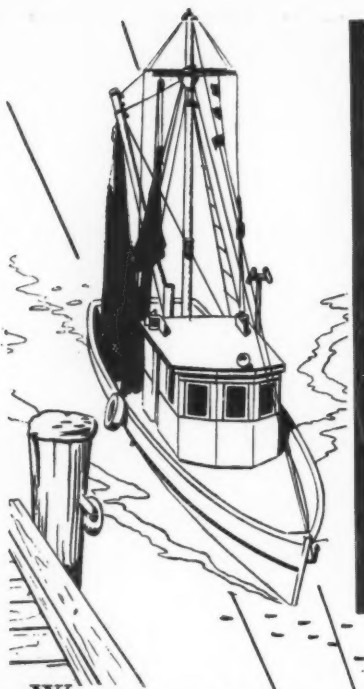


The D375 in "Mr. Van" develops 270 HP at 1200 RPM . . . works through a Snow-Nabstedt 3-1 reduction gear.



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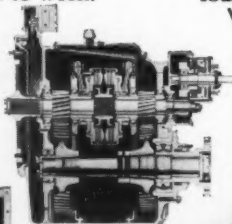
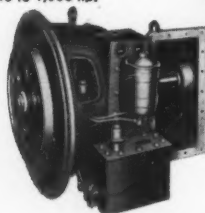
## For the Softer Touch . . .

Twin Disc's Hydraulic Coupling Marine Gears provide quiet operation; absorb shock loads, to protect engine and drive; prolong engine and gear life. They require minimum space—only 25 inches for the MGH-220.

Either Model MGH-220 for hp. up to 230, or MGH-340, up to 350 hp.—may be equipped with Twin Disc's exclusive battery-saving, no-engine-fouling HYDRO-TROLL feature.

Model MG-302 with Rubber Block Drive—(150-275 hp.); also available in Model MG-175 (85-205 hp.)

Torque Converters—40 to 1,000 hp.



Power Take-Offs—up to 650 hp.



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## Miss. Seafood Take Shows Increase

Landings of all species of fish and shellfish at Mississippi ports for the seven-month period ending in July totaled 90,882,100 lbs., as compared with 84,568,500 lbs. during the first seven months of 1951.

Fishery products landed at Mississippi ports during July amounted to 23,204,800 lbs., a decrease of 12,537,400 lbs. or 35 percent as compared with the same month in 1951. Receipts of menhaden totaled 20,486,600 lbs., and accounted for 88 percent of the landings for July. Shrimp receipts of 2,469,800 lbs. were 327,500 lbs. less than the amount landed during July, 1951. Hard crabs recorded a noticeable increase as compared with July of last year.

## Coast Guard Aids Boat

Early in November the Coast Guard went to the aid of the Biloxi fishing vessel *Joseph Leckich, Jr.*, which ran aground in Deep Pass west of the northern tip of Chandeleur Island. None of the crew was reported injured, but the fishing boat's engine room had over a foot of water in it. The incident occurred only a few hours after the fishing vessel's injured skipper, Capt. Joseph Smolcich of Biloxi, had been flown to New Orleans for treatment for the loss of one finger and part of another when his hand became entangled in a chain.

## "Oregon's" Explorations

During November the Fish & Wildlife Service's exploratory vessel *Oregon*, stationed at Pascagoula, Miss., obtained additional exploratory data on shrimp in the area off Cape San Blas and Cedar Key, Fla., chiefly in the vicinity of the "Middle Ground". Additional work in this section of the Gulf is needed to give better seasonal distribution of exploratory drags.

## Talks on Oysters

Dr. A. E. Hopkins, director of the experimental station at Ocean Springs devoted to oyster culture, gave an account last month of the different species of oysters that have become famous around the world in an address before the Gulfport Rotary Club.

A large species, and one of the most tasty, is common to the Mississippi Coast, whereas the Blue Point oyster, equally as famous, is comparatively small. A darker variety than the Mississippi Coast species is well known along the Pacific Coast.

Dr. Hopkins said there is no actual proof of the full age of an oyster. It is believed that most oysters in the Mississippi area live a good eight years, but he added there is no telling how long, under the right conditions, the local species might survive.

## Marketing Problems

(Continued from page 19)

their purchases from independent fishermen. Various types of arrangements have been made between fishermen and producers to finance boat operations. Although the change noted may be more profitable from the producer's point of view, it appears to be a concession to a marginal type of operation that offers little future opportunity for reduced operating costs.

### Need More Data on Potential Yield

It is difficult to deal with many aspects of the problem of effectively marketing Florida seafoods until more is known about the potential yield of fisheries in waters accessible to Florida. How is the ecological system influenced by present practices? What would be the effect of extensively greater catches through the application of new techniques that are being developed by fisheries engineers? Physical scientists inform us that more needs to be known about the migratory habits of species, about populations, about acclimation and transplantation effects, about predatory habits of species, and about other things necessary to an understanding of the supply potential.

For marketing research to be most fruitful in giving help with the marketing problems, research dealing with other aspects of fisheries needs to be not merely continued but to be carried out on a much more expanded basis. It is not useful to study the means of achieving the highest economic use of a resource if we do not know the quantity and quality of that resource which nature can supply. For example, plans to develop a more extensive market for mullet through advertising and improved marketing practices, which depend on the adoption of new methods of catch, will not result in the most economic use of resources if the new methods of catch either are not feasible or if increased catch will exhaust the supply of mullet.

Although it is clear that a more accurate appraisal of profit opportunities can be made by economists after the physical scientists have had the opportunity to study more thoroughly the Gulf and South Atlantic areas, it appears urgent to proceed with the preliminary study of problems of distribution and sale on the basis of the present imperfect biological knowledge.

### Study of Costs and Prices

Our present marketing research plans call for an analysis of the costs and prices of selected Florida seafood products under present supply and catch conditions. In view of the Florida producers' apparently unfavorable cost-price position in the market, it appears desirable to look

at the elements of cost incident to all phases of fishery operations. For example, if large red snapper sells in the New York wholesale market for 43¢ per pound, how much of this goes to the city wholesaler, to the trucker or carrier, to box and crate manufacturers, to icing services, to boatbuilders and equipment suppliers, to fishermen, and to producers. How do the cost components of the fisheries operations in Florida compare with those from other sections of the country? These are the types of questions to which we will seek answers.

In 1949, the Fish and Wildlife Service figures show that the return to the Florida fisherman was 6.23¢ per pound, whereas the per pound return to fishermen in other States ranged from a low of 1.80¢ in Delaware to a high of 16.75 in Alabama. We need to know the significance of these figures from a cost point of view.

If it costs \$3.00 per box to ship fish by truck into the New York market and if the wooden container costs \$1.00, are these costs such as to stand in the way of effective competition with other producers? It is desirable to consider questions such as these in the light of a detailed analysis of all of the costs involved in the various operations that are necessary to an ultimate sale in the wholesale market.

For purposes of our cost and price study, seafoods have been divided into four main groups: (1) salt-water scale fish, (2) shrimps, (3) oysters, and (4) other seafoods. Our immediate plan is to give attention mainly to group (1). Our reason for placing greater emphasis on group (1) at this stage of the analysis is that the salt-water scale fish seems to be the Florida seafood which presents the most difficult marketing problem under present conditions of competition.

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## Gulf and Caribbean Institute

(Continued from page 12)

sented at the economic session. A paper on this subject, which had been prepared by Walter H. Stolting, chief of the Economics and Cooperative Marketing Section of the Fish & Wildlife Service, was read by A. W. Anderson, chief of the F&WS Branch of Commercial Fisheries. It was revealed that in the South there is less-than-average use of all types of fish and shellfish products, excepting fresh fish. Fresh fish is desired by more households in this area than the national average.

"It is interesting to note that if it cost the same amount to serve fresh fish or frozen fish most households in this area (as in the entire nation) would prefer to serve fresh fish. The less-than-average use of canned fish in the South poses some interesting questions and warrants scrutiny by the fishing industry to determine if price, type of product, type of pack or other factors are involved in this situation.

"Canned salmon and mackerel are two of the canned fish items which are used in relatively large volume in the South. Canned tuna is not used as much as in other areas of the country. Ocean perch is the main item of frozen fish consumption. Fresh-water species are the main items of fresh fish consumption. For fresh, frozen, and canned shellfish, shrimp is the leading species."

An explanation of the situation of the fisheries in the Netherlands Antilles was given by Philip van Gelderen of the Netherlands Embassy. An address on the marketing of Florida seafood was presented at the economic session by Carter C. Osterbind of the University of Florida's Bureau of Economic and Business Research.

### Damage from Dredging Overrated

One of the speakers at the shellfisheries session was Robert M. Ingle, assistant director of the Oyster Division of the Florida Board of Conservation. He described studies pertaining to the effect of dredging operations upon fish and shellfish, and declared that damage to fishery animals due to dredging is frequently overrated. Ingle said there is some evidence that dredging stirs up organic detritus resulting in a beneficial effect to shellfish and crustaceans.

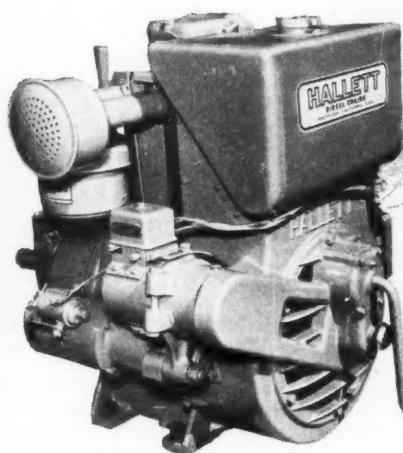
Ingle further commented: "Investigations were made to determine the effects of dredging operations upon fish and shellfish in the vicinity of Great Point Clear, Ala. Damage to scalefish and motile crustacea was not observed, even within 25-50 yards of an active dredge. Shellfish were not found to suffer damage when suspended from the dredge itself. Damage due to larger particles of mud occurred on bottom in immediate neighborhood of dredge, but did not extend beyond 400 yards. In most cases this distance was much less, in some cases being about 75 yards.

"Because momentary conditions of tide, speed of current, and speed of dredging vary, and variations exist in various bay bottoms, every situation merits separate consideration. Controlled dredging is suggested as the best solution. By this method the dredging activity is coordinated with local conditions, spatial and temporal. In the areas under consideration (West Florida and Alabama), controlled dredging should begin to operate at 400 yards from live oyster reefs."

"Research on Oyster Seed on the Atlantic Coast" was the subject covered by G. Robert Lunz, director of the Bears Bluff Laboratories, Wadmalaw Island, S. C., and by G. Francis Beaven, Chesapeake Biological Laboratory, Solomons, Md. The paper was introduced by Mr. Lunz, who showed the need for seed oysters in areas outside of South Carolina, the amount available in South Carolina, the methods by which these are handled, and the cost of producing a bushel of seed oysters.

J. G. Mackin of the Texas A.&M. Research Foundation and Department of Oceanography, Agricultural and Mechanical College of Texas, spoke on "Fifty Years of Oyster Research in the Gulf of Mexico". He declared

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that, with approximately a half century of oyster research behind us, it seems desirable to study the accomplishments and methods of the past with a view toward improvement of future studies.

"It has recently been pointed out that a correlation exists between climatic cycles and shrimp production in Texas. Close study of the literature of oyster production indicates that it is probable that there is also a relation between climate and oyster production. Much information of a basic nature would result from a study of all data extant bearing on cyclic weather phenomena and biological productivity."

### Give Paper on Oyster Disease

A paper entitled "Quantitative Measurement of Effect on Oysters of Disease Caused by *Dermocystidium Marinum*" was presented at the shellfisheries session. Authors of the paper were Sammy Ray of the Rice Institute, Houston, Tex., Mr. Mackin, and James Boswell, Texas A.&M. Research Foundation, Grand Isle, La.

Excerpts from the speech follow: "The studies here presented show conclusively that the *Dermocystidium* mycosis effects drastic loss of weight in infected oysters. Moderate infections produce 12 to 15 percent loss; those oysters in terminal stages of the disease have lost from 20 percent (in cool months) to 50 percent (in Summer) of the total meat weight. The average loss is about 33 percent.

"In terms of economic loss to the oyster industry, it is roughly estimated that in Louisiana the loss amounts to about \$250,000 annually. This loss is largely borne by packers. The very much greater loss to oyster farmers by mortality on the beds and aboard boat is not here considered."

All other papers presented at the shellfisheries session pertained to oysters. Richard P. Hardison, Franklin County Health Dept., Apalachicola, Fla., delivered an

address on "Bacteriological Standards for Oysters Grown in a Semi-Tropical Climate", and A. F. Chestnut, Institute of Fisheries Research, Morehead City, N. C., described "Feeding Behavior of Oysters".

"Distribution of Oyster Larvae in Relation to Hydrographic Conditions" was the topic of D. W. Pritchard, director of the Chesapeake Bay Institute, Annapolis, Md., while David H. Wallace, director of the Oyster Institute of North America, presented a paper entitled "A Critique of Present Biological Research on Oysters".

### Discusses Fisheries Laws

A proposal that Florida's 420 State and local fishing laws be replaced by a single "understandable code" was made by Assistant State Attorney General Mary Schulman in an address before the Caribbean and general session.

Miss Schulman further revealed that the State Attorney General's office plans to submit a proposal to the 1953 Florida Legislature which would empower the State Board of Conservation to pass regulations concerning fishing. Such regulations would be either approved or rejected by each biennial legislative session but, meanwhile, would have the force of law.

Another speech on fisheries laws was given by G. C. Broadhead and C. P. Idyll, University of Miami Marine Laboratory, whose topic was "Suggested Changes in Florida Mullet Regulations". Other addresses delivered at the Caribbean and general session included one on "The Food of Some North Carolina Fishes", by E. W. Roelofs of the Institute of Fisheries Research, Morehead City, N. C.; a talk by Dale F. Leipper, director, Texas A&M, Dept. of Oceanography, on "Computed Ocean Currents in the Gulf of Mexico"; and a description by Luis R. Rivas, University of Miami Marine Laboratory, of "Progress in the Western Atlantic Bluefin Tuna Investigations".

# Equipment and Supply Trade News

## Johnson Manufactures Millionth Outboard

Johnson Motors' millionth outboard came off the assembly line at the firm's Waukegan, Ill. plant November 6, and officials of the Company announced that it was the first in the outboard motor industry to reach the million mark. The millionth motor, bearing a gold-and-chrome trim, will be exhibited in major boat and motor shows over the country.

As part of the millionth motor celebration, Johnson Motors is conducting a nationwide search for the earliest of its outboards for museum purposes. New Sea Horse 3's are being offered in exchange for the 10 oldest Johnsons found, and merchandise awards will be given owners of the next 40 oldest reported. Old-motor numbers may be registered with any of Johnson's 3400 dealers.

Sixteen veterans of the company, whose employment dates back to production of the first Johnson outboard in 1921, were present as the millionth motor came off the assembly line. Among them were J. G. Rayniak, now corporation vice-president and general manager, and Clarence Johnson, one of three brothers who established the firm.

The millionth motor itself is the 1953 version of the Sea Horse 10—a 10 hp. model first introduced in 1949 and redesigned for '53 to include twist-grip throttle and remote-control fittings.

## Bulletin on Safety Car Electrical Products

A new bulletin covering marine electrical products has been issued by The Safety Car Heating and Lighting Co., Inc., P. O. Box 904, New Haven, Conn. It contains engineering data and equipment information in simplified form, and is complete with wiring diagrams and ratings. Items manufactured by Safety Car include automatic voltage regulators, reverse current relays, marine generators, and motor generator sets for converting DC to AC in several sizes.



Edward Burda, who has been appointed sales manager for Ideal Windlass Co., Inc., East Greenwich, R. I. Mr. Burda has been with Ideal Windlass since 1939, serving as chief engineer during that time. Besides being sales manager, he will supervise and direct the new development section of the engineering department.

## Harnischfeger Booklet on Diesel Engines

Harnischfeger Corp., Crystal Lake, Ill., has published a new booklet which describes Diesel power in non-technical language, and points out the advantages and principles of Diesel operation. The leaflet tells how the construction, operation and servicing of the 2-cycle Diesel has been simplified by Harnischfeger in their manufacture of the P&H Diesel.

The pamphlet reveals that P&H Diesels weigh less because of more horsepower per cubic foot of engine. Harnischfeger further reduces weight by the use of modern corrosion-resistant alloys. P&H Diesels are manufactured in sizes from 20 to 138 hp., and all models are available for marine service.



Officials of Johnson Motors with the millionth outboard to come off their assembly line. Left to right: Nathaniel Holmes, advertising manager; Joseph Zeilbeck, credit and traffic manager; William Jonas, director of advertising and sales; and H. T. McCune, sales manager.

## Applied Electronics Co. Issues New Catalog

Eight radiotelephone models, two radio direction finder models, and various accessory units are described in a new 8-page catalog available from Applied Electronics Co., Inc., 1242K Folsom St., San Francisco 3, Calif. The Apelco brand radiotelephones listed in the catalog (form 852) include the Model 18 for 30 to 150 mile communication; Model 30 for 50 to 200 miles; Model 51 for 75 to 300 miles; Model 55 for 85 to 350 miles; Model 76B for 100 to 400 miles; Model 156B1 for 200 to 800 miles and Model 190 for 250 to 1000 miles. In addition, the Model 98—a separate transmitter—is indicated for 100 to 400 mile operation. Apelco direction finders shown include an inside loop type Model 7A and an outside loop type Model 7AR.

Besides a description of the basic design features of these units, the catalog includes a full tabulation of models showing number and types of channels, frequency ranges, receiver sensitivities, transmitter power outputs ranging from 40 to 500 peak, tube complements, power requirements, dimensions, and weights.

## Gochenaur Marine Named Nordberg Distributor

Appointment of Gochenaur Marine Co., 229 S. Fifth St., Philadelphia, Pa., as distributor for Nordberg gasoline marine engines in eastern Pennsylvania and southern New Jersey has been announced by Nordberg Manufacturing Co. Gochenaur Marine maintains excellent sales and service facilities for the Nordberg engine line. Their modern quarters, consisting of three floors and basement, provide the firm with over 14,000 sq. ft. of serviceable area.

In addition to its recently acquired line of Nordberg gasoline marine engines, the Philadelphia company is distributor for Michigan propellers and International marine paints. W. J. Nellis, associated with Gochenaur since 1941, is general manager of the organization and has been actively engaged in the marine business in Philadelphia since 1924. Sales and service manager W. G. Ridgway has spent 17 years in the marine business.

## American Mfg. Company's New Calendar

The 1953 calendar of the American Manufacturing Co., Noble & West Sts., Brooklyn 22, N. Y., features a painting by marine artist Charles Rosner of the clipper ship *Eliza McNeil*. The 209' vessel was built in Thomaston, Maine in 1871, for the run between San Francisco, New York and Liverpool.





## The Sign of Reliability



It stands for an organization long experienced in the sales and servicing of the best in Marine Engines—

### CATERPILLAR DIESELS

Our Sales, Parts, and Service Departments are all committed to the principle that the worth of the product it sells depends upon the service given by the seller. You can rely on PEMCO.

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## 3 WAY PROTECTION with Sawyer SUITS

**PROTECTION** against moisture — 100% waterproof — made with top quality base fabric saturation-coated first and then coated with 6 coats of Neoprene Latex.\*

**PROTECTION** against oils and greases, acids, salt water and other chemicals. Can be scrubbed in hot water or caustic solutions or dry cleaned.

**PROTECTION** against abrasion and wear — take endless snagging, rubbing and scraping. Won't crack, blister or peel. Its long lasting quality means greater economy.

\*Sawyer fabrics are coated by The Brunse Company, a division of

**THE H.M. SAWYER & SON CO.**

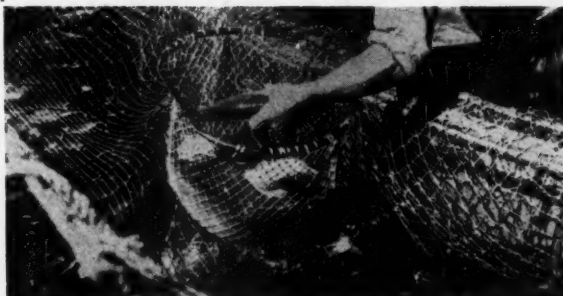
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Styles Illustrated  
527 Jacket  
501 Pants  
557 Hat

## Why Fishermen Choose STARR NETTING ... Better Net Results!



Like anything else, a product is only as good as its parts. Take Starr Netting, for example. Quality twine knotted to just the right mesh by experts with over 50 years of netting experience—it's the last word in fish-catching, fish-holding performance. Experienced fishermen actually demand dependable, rugged Starr Netting—it's their choice for better net results.



STARR NETTING ...  
STAR PERFORMANCE  
for over 50 years

Write for Prices on Cotton,  
Linen and Nylon Netting.

**A. M. STARR NET CO.**  
EAST HAMPTON CONN.

# B.F. Goodrich Cutless Bearings

For Propeller Shafts



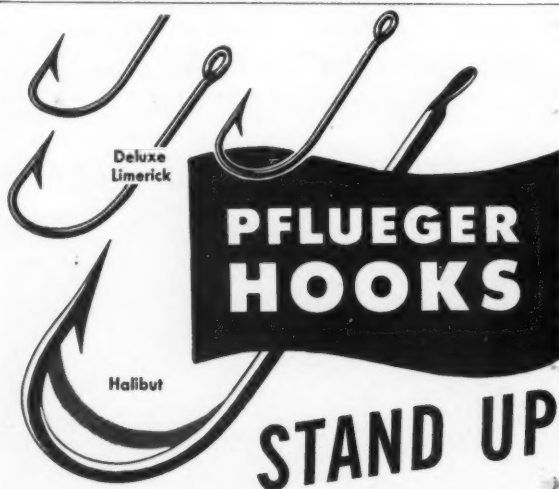
Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

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Users say Pflueger hooks keep working long after you'd expect to have them replaced. Bait stays on until fish gets caught. Points stay sharp, and hook holds its shape.

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## Virginia Association Favors Higher Tax on Oysters

The executive committee of the Lancaster County Oystermen's Benefit Association, meeting at Weems last month, went on record as favoring an increase in the State tax levy to provide revenue for reseeding the public rocks. The present tax rate is 2¢ per bushel, and the committee favored increasing this rate to 5¢.

On November 12 the annual meeting of the Association was held, at which the principal topics discussed were the rehabilitation of the oyster rocks on the Rappahannock River through reseeding, and the proposal to reopen a portion of the Rappahannock above Towles Point to patent tongs.

### Oyster Dredging in Bay Approved

Dredging of oysters in waters not less than 39 ft. in depth in Chesapeake Bay between Windmill Point and Smith's Point, extending east and west across the bay, was approved by a resolution of the Virginia Commission of Fisheries at a meeting in Newport News recently.

The resolution also approved dredging on the following rocks: in Tangier Sound, Johnson's Rocks, Thorough Rock, Fox's Island Rock and California Rock. Such dredging in the sound and in Chesapeake Bay is approved from December 1 until January 31, 1953.

The resolution stipulates that the size of scrapes to be used in these operations shall be limited to 125 pounds, with only one scrape to be used to a boat. The license fees were set at \$10.50 for the scrapes and \$1.00 for registration of the boats.

### Crab Dredging Begins Earlier

Due to prevailing weather conditions, the Virginia Fisheries Commission opened the crab dredging season in tidal waters on November 24 instead of the usual opening date of December 1.

Ten Tangier crab boats expected to start the season in December, and their captains were all looking forward to good hauls on the dredging grounds in the Lower Chesapeake, near Cape Charles, Va. Crab dredgers at the opening of the season were paying their crew members \$60 a week.

### Tangier Oystermen Doing Well

According to reports coming in from the oyster grounds in the Potomac River and in Tangier Sound above the Virginia-Maryland line, Tangier oystermen have been doing well this month. In the Potomac, some ten miles up the river on the Virginia side, tongers are making from \$25 to \$35 a day to the boat; and dredgers on the rocks in Tangier Sound, near Smiths Island, are selling for as much as \$1200 a week to the boat.

### Research Society Meets

Members of the Atlantic Estuarine Research Society, representing States from Delaware to South Carolina, held their Fall meeting at Gloucester Point last month. The Virginia Fisheries Laboratory played host to the gathering of scientists who are concerned with the physics and biology of the bays and rivers along the Atlantic seaboard.

Staff members of the Virginia Fisheries Laboratory presenting papers were Dexter Haven, William H. Massmann, and W.A. Van Engel.

### Hampton Roads Area Landings

The fish catch in the Hampton Roads area during November amounted to 1,247,000 lbs., or over 300,000 lbs. more than in October, and approximately 200,000 lbs. above November, 1951 production. Pound nets and haul seines accounted for 147,000 lbs. of the catch, with the remainder having been taken by other types of gear. Nearly two-thirds of the landings were scup.

# Fish Landings

## For Month of November

Hailing fares. Figure after name indicates number of trips.

### STONINGTON, CONN.

America (5)	19,000	Marise (8)	6,300
Bette Ann (11)	5,000	Mary A. (9)	7,000
Carl J. (13)	13,500	Mary H. (13)	5,000
Carol & Dennis (6)	45,400	New England (7)	17,100
Carolyn & Gary (13)	8,600	Old Mystic (9)	21,100
Connie M. (12)	7,900	Our Gang (5)	36,100
Eleanor (4)	500	Portugal (9)	43,200
Fairweather (14)	29,300	Pvt. Frank Kessler (6)	25,300
Harold (7)	4,300	Ranger (8)	21,200
Irene & Walter (13)	25,500	Rita (5)	39,600
Jane Dore (10)	6,600	Russell S. (8)	31,100
Lt. Thomas Minor (2)	4,900	St. Peter (12)	9,700
Linda (2)	6,400	Theresa (4)	20,800
Lisboa (12)	8,300	Vagabond (7)	8,000
Little Chief (6)	13,500	William B. (14)	25,700

### NEW BEDFORD

Adventurer (5)	78,400	Katie D. (3)	137,000
America (1)	7,000	Kelbarsam (4)	43,000
Anastasia E. (2)	22,200	Madeline (2)	7,700
Annie Louise (3)	19,200	Magellan (3)	100,000
Annie M. Jackson (4)	70,100	Martha E. Murley (3)	39,000
Arnold (3)	31,000	Mary & Joan (2)	81,600
Arthur L. (4)	69,800	Mary J. Hayes (3)	119,800
Automatic (3)	20,800	Mary M. (1)	6,200
Barbara (3)	37,900	Mary Tapper (3)	60,000
Barbara M. (3)	48,500	Minnie V. (3)	24,500
Capt. Deebold (2)	27,200	Molly & Jane (3)	52,400
Carl Henry (3)	82,500	Noreen (2)	60,900
Chas. E. Beckman (4)	55,400	Pauline H. (3)	197,600
Christine & Dan (2)	31,000	Phyllis & Mary (1)	11,000
Connie F. (1)	29,500	Phyllis J. (4)	26,000
Dauntless (3)	45,000	Roberta Ann (3)	58,400
Edith (4)	45,700	Rose Jarvis (1)	4,000
Elva & Estelle (3)	39,500	Rosemarie V. (3)	33,500
Elva L. Beal (3)	24,800	R. W. Griffin, Jr. (2)	52,700
Eugene & Rose (2)	44,900	St. Ann (3)	84,700
Felicia (1)	29,300	Santa Cruz (3)	36,600
Gannet (2)	80,000	Sea Hawk (4)	61,600
Gertrude D. (1)	16,000	Shannon (4)	60,000
Gladys & Mary (2)	76,800	Sister Alice (1)	3,900
Growler (3)	64,400	S. M. Murtosa (2)	14,600
Harmony (3)	45,500	Solveig J. (3)	97,500
Hope (2)	10,600	Sonya (1)	19,500
Hope II (2)	59,000	Southern Cross (1)	17,500
Huntington Sanford (2)	21,500	Stanley B. Butler (3)	86,500
Invader (2)	60,000	Sunbeam (4)	43,900
Ivanhoe (2)	35,900	Susie O. Carver (2)	21,400
Jacintha (2)	78,800	Teresa & Jean (3)	126,300
Jennie M. (1)	3,600	Three Pals (3)	43,900
Joan & Tom (1)	6,800	Two Brothers (3)	19,500
Joan & Ursula (3)	56,700	Venture I (3)	72,700
John G. Murley (2)	77,000	Victor Johnson (2)	41,500
Junojaes (3)	65,800	Viking (2)	60,800
		Virginia (3)	109,900
		Whaler (2)	64,500
		Winifred M. (1)	5,200

### Scallop Landings (Lbs.)

Abram H. (2)	18,500	Ethel C. (2)	22,800
Agda (1)	1,800	Eunice-Lilian (2)	23,800
Alpar (1)	11,400	Fairhaven (2)	20,525
Amelia (1)	10,000	Flemingo (1)	8,100
Antonina (1)	8,100	Fleetwing (2)	17,796
B & E (2)	11,500	Francis J. Manta (1)	4,500
Bobby & Harvey (2)	21,700	Friendship (1)	1,800
Bright Star (2)	20,898	Gambler (1)	6,399
Camden (1)	10,500	Janet & Jean (2)	11,400
Carol & Estelle (2)	13,495	Jerry & Jimmy (2)	16,495
Catherine & Mary (2)	16,000	Josephine & Mary (2)	15,983
Charles S. Ashley (2)	13,299	Kingfisher (2)	18,000
Christina J. (2)	12,303	Liboria C. (2)	12,997
Doris Gertrude (2)	20,728	Linus S. Eldridge (2)	26,700
Dorothy & Mary (2)	9,650		
Eleanor & Elsie (2)	17,100		
Elizabeth N. (2)	16,929		

# Chris-Craft

## WORLD'S BEST BUYS IN MARINE ENGINES

for fishing boats, work boats  
—for any commercial use!

Model B, 60 h.p.

Model K, 95 h.p.

Model M, 130 h.p.

Model W, 160 h.p.

Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and more years of hard service at low upkeep cost than a compact, power-packed Chris-Craft! Read what this user says:



Vale Marvin

"I've been strictly a sail-boat enthusiast for many years," writes Vale G. Marvin, Brewer, Maine, "so when I asked the Mace and Alonzo Eaton Boat Shop to construct my 29-ft. Sport Fisherman, I left the selection of power to them. They recommended a Chris-Craft 130, and I'm glad they did. For once installed in my new Wisp, the engine delivered top horsepower with very reasonable fuel consumption. While fishing along the coast of Maine, I can cruise at 13 knots with two-thirds throttle, which gives me plenty of reserve speed if I need it."

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives and opposite rotation for most models. See your Chris-Craft Dealer or mail coupon for FREE catalog today! Buy NOW!

MARINE ENGINE DIV., CHRIS-CRAFT CORP., ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

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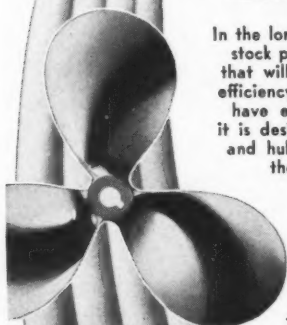


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## FEDERAL TRU-PITCH PROPELLER

In the long FEDERAL line of TRU-PITCH stock propellers there's ONE model that will give you greater operating efficiency than, in all likelihood, you have ever before enjoyed... because it is designed to match your engine and hull requirements as perfectly as though custom-made. Let your FEDERAL dealer pick that propeller for you, or send for a free analysis form and our experts will do so. You'll love that smooth, custom-built effect, the extra speed, the fuel economy and the exceptional toughness of the metal that makes them last so much longer.



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PROPELLERS**

GRAND RAPIDS 3, MICH.



The JABSCO Pump model 823 aboard the "Vagabond"

## ANOTHER JABSCO —aboard the VAGABOND

Its reputation throughout the fishing fleet for efficient, trouble-free performance made a JABSCO Pump the natural choice for the "Vagabond," 70' x 20' trawler built for William Sheppard and Harold Webster of Aransas Pass, Texas.

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for your boat.

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### New Bedford Landings (Continued)

Louis A. Thebaud (2)	14,598	Pearl Harbor (1)	11,600
Louise (2)	19,000	Pelican (1)	10,125
Lubenray (2)	18,201	Porpoise (2)	18,000
Malene & Marie (2)	21,000	Red Start (2)	20,550
Marie & Katherine (1)	1,494	Richard Lance (1)	7,500
Marmax (2)	21,298	Rosie II (1)	3,500
Mary Anne (1)	10,300	Sea Hawk (2)	8,000
Mary Canas (1)	6,750	Sunapee (2)	7,200
Mary E. D'Eon (2)	20,299	The Friars (1)	8,100
Mary J. Landry (1)	5,000	Ursula M. Norton (1)	10,000
Nancy Jane (1)	7,500	Vivian Fay (2)	21,000
Nantucket (1)	5,000	Wamsutta (2)	18,005
New Bedford (2)	20,495	Wm. D. Eldridge (2)	22,625
New Dawn (2)	10,495	Wm. H. Killigrew (2)	17,000
Newfoundland (1)	8,100		
Oliver M. Williams (1)	6,300		

### WOODS HOLE

Arnold (1)	3,100	Little Lady (1)	600
Bernice (3)	8,700	Madeline (1)	4,200
Bluefin (1)	1,900	Mary Ann (1)	2,200
Cap'n Bill II (2)	39,400	Mary M. (1)	8,600
Dolly & David (3)	11,400	Petrel (1)	15,200
Ebenezer (1)	700	Priscilla V. (2)	13,900
Etta K. (4)	12,600	Reliance (2)	3,400
Eugene H. (1)	19,300	Southern Cross (2)	15,700
Gannet (1)	12,300	Three Bells (1)	6,500
Gertrude D. (1)	2,900	Viking (1)	500
Hope (1)	600	Wanderer (1)	1,500
Irene (4)	19,500		
Julia K. (2)	11,200		

### Scallop Landings (Lbs.)

Camden (1)	9,696	Mary R. Mullins (2)	8,567
Flamingo (1)	6,185	Palestine (1)	4,547
Francis J. Manta (1)	828	Pearl Harbor (1)	8,712
Gambler (1)	4,796	Sea Ranger (1)	9,543
Malvina B. (1)	5,130	The Friars (1)	8,955
Maridor (1)	2,540	Virginia & Joan (1)	727

### GLOUCESTER

Alden (1)	16,000	Jackie B. (3)	33,000
Althea (4)	46,000	J. B. Junior (5)	90,500
American Eagle (3)	19,000	Jennie & Julia (1)	3,000
Ann & Marie (1)	2,500	Johnny Baby (5)	16,500
Annie (3)	6,500	Joseph & Lucia (2)	272,000
Annie II (1)	2,000	Josie II (1)	1,500
Anthony & Josephine (5)	58,500	Julie Ann (1)	89,000
Baby Rose (2)	188,000	Killarney (2)	350,000
Benjamin C. (2)	400,000	Kingfisher (1)	220,000
Brookline (2)	420,000	Lady of Fatima (2)	425,000
California (2)	16,000	Lady of Good Voyage (1)	75,000
Capt. Drum (1)	12,000	Linda B. (7)	45,600
Cara Cara (2)	186,000	Little Flower (6)	70,000
Carlo & Vince (6)	37,500	Little Nancy (1)	5,000
Carol Ann (1)	120,000	Lois T. (5)	42,000
Catherine (3)	3,000	Lucy Scola (6)	28,000
Catherine Amiraalt (1)	160,000	Madame X (11)	40,000
Catherine B. (1)	3,500	Madonna De Trapani (2)	21,000
Catherine L. Brown (1)	90,000	Malinda B. (1)	1,500
Chanco (1)	128,000	Malolo (1)	60,000
Charlotte M. (1)	125,000	Margie L. (6)	18,200
Chebeague (5)	27,500	Maria Immaculata (7)	84,000
Cigar Joe (3)	9,000	Mary (9)	50,000
Clipper (1)	150,000	Mary & Josephine (2)	400,000
Columbia (1)	150,000	Mary E. (3)	4,400
Curlew (1)	150,000	Mary Jane (2)	165,000
Dartmouth (1)	74,000	Mary Rose (2)	210,000
Dawn (3)	24,500	Melena II (8)	47,000
Dolphin (1)	90,000	Michael F. Dinsmore (2)	83,500
Doris F. Amero (2)	60,000	Minkette I (7)	9,000
Estrela (1)	200,000	Mother Ann (1)	210,000
Eva M. Martin (1)	1,500	Natale III (1)	13,000
Evelina M. Goulart (1)	81,000	No More (9)	71,500
Evelyn A. (1)	500	Novelty (4)	40,000
Falcon (5)	51,000	Ocean Life (1)	250,000
Felicia (2)	410,000	Olivia Brown (1)	101,000
Florence & Lee (1)	145,000	Paul Howard (1)	125,000
Frances R. (5)	68,000	Peggy Bell (1)	1,000
Gertrude E. (4)	5,000	Pilgrim (1)	110,000
Golden Eagle (1)	125,000	Pioneer (8)	56,500
Hazel B. (2)	155,000	P. K. Hunt (2)	240,000
Helen B. (1)	6,000	Positive (1)	92,000
Holy Name (5)	61,000	Puritan (1)	40,000
Ida & Joseph (1)	13,000	Richard J. Nunan (2)	10,000
Immaculate Conception (4)	42,000	Ronald & Mary Jane (2)	216,000
Irma Virginia (1)	1,500	Rose & Lucy (1)	23,000
		Rosemarie (1)	10,000

## Gloucester Landings (Continued)

Rosie & Gracie (1)	30,000	Serafina N. (5)	63,000
Rosie C. (1)	4,000	Serafina II. (7)	79,000
Sacred Heart (5)	23,500	Sylvester F. Whalen (1)	170,000
St. Anthony (1)	135,000	Theresa M. Boudreau (1)	143,000
St. Francis (6)	50,000	Trimembrat (7)	21,500
St. John (10)	33,000	Victory (3)	28,000
St. Mary (7)	94,000	Villanova (1)	150,000
St. Nicholas (1)	180,000	Vincie N. (1)	25,000
St. Peter (2)	11,000	Viola D. (4)	38,000
St. Providence (9)	60,500	Virginia Ann (4)	54,000
St. Victoria (1)	25,000	We Three (2)	10,000
Salvatore (1)	3,000	White Owl (4)	10,500
Salvatore & Grace (4)	46,000	Wild Duck (1)	150,000
Santa Lucia (6)	41,500		
Sebastiana C. (1)	12,000		

## Scallop Landings (Lbs.)

Nellie-Pet (2)	20,000
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## PORTLAND

Agnes & Elizabeth (2)	63,600	Lawrence Scola (3)	11,400
Alice M. Doughty (1)	32,500	Polaris (2)	283,500
Alice M. Doughty II (2)	44,000	Sea King (3)	39,000
Batavia (1)	170,000	Silver Bay (2)	179,200
Brighton (1)	150,000	Theresa R. (2)	231,900
Courier (1)	69,000	Thomas D. (3)	44,700
Elinor & Jean (2)	24,100	Vagabond (2)	56,700
Ethelina (3)	68,400	Vida E. (1)	2,200
Evzone (3)	52,900	Viola D. (1)	600
Geraldine & Phyllis (1)	13,500	Mary & Julia (1)	10,000
		Monte Carlo (2)	18,500

## Scallop Landings (Lbs.)

Adele K. (2)	21,000		
Andarte (2)	23,107		
Carolyn & Priscilla (1)	7,772		

## NEW YORK

Alvan T. Fuller (2)	87,700	Joseph S. Mattos (2)	121,000
Dartmouth (1)	31,400	Lady of Good Voyage (1)	54,000
Dolphin (1)	34,000	Positive (2)	76,300
Evelina M. Goulart (1)	36,500	Rainbow (1)	15,000
Felicia (1)	70,000	St. Rita (1)	18,000
Gloria F. (1)	20,800	Tina B. (2)	124,800

## Scallop Landings (Lbs.)

Beatrice & Ida (1)	4,500	Olive M. Williams (1)	6,750
Benjamin Bros. II (1)	2,250	Quest (1)	900
Catherine C. (2)	13,950	Rockaway Belle (1)	3,150
Florence B. (1)	9,450	Rosalie F. (1)	5,625
Miriam A. (2)	10,800	S No. 31 (2)	17,100
		Susan (2)	15,750

## BOSTON

Acme (5)	68,800	4-H-823 (5)	17,100
Adventure (3)	173,000	4-R-630 (3)	7,300
Agatha & Patricia (2)	43,000	Frances L. McPherson (2)	139,200
Alphonso (4)	14,000	Gaetano S. (1)	78,500
American Eagle (2)	30,600	Helen B. (3)	57,200
Angie & Florence (2)	27,800	Hilda Garston (2)	126,000
Annie & Josie (5)	45,000	J. B. Junior (2)	69,100
Arlington (3)	256,200	J. B. Junior II (5)	39,300
Atlantic (3)	224,500	Jennie & Lucia (1)	21,000
Ave Maria (Dragger) (5)	69,300	Joe D'Ambrosio (2)	5,700
Ave Maria (O. T.) (2)	80,000	Jorgina Silveira (1)	18,500
Barbara C. Angell (3)	192,200	Josephine F. (4)	14,600
Bay (2)	114,900	Josephine P. II (3)	52,500
B. Estelle Burke (1)	46,500	Josie M. (3)	29,800
Bonnie (2)	152,800	Leonarda (4)	9,900
Bonnie Lou (2)	124,500	Leonard & Nancy (3)	104,000
California (2)	36,900	Little Nancy (3)	60,100
Calm (2)	157,700	Lucky Star (3)	179,700
Cambridge (3)	217,700	Mabel Mae (2)	87,700
Carmella Maria (4)	35,800	Maine (3)	236,200
Catherine B. (Dragger) (3)	44,200	Margaret Marie (3)	29,400
Catherine B. (L. T.) (5)	25,000	Maria Christina (5)	14,200
Catherine T. (2)	41,200	Maria Del S. (5)	48,000
Cigar Joe (2)	55,800	Marietta & Mary (3)	41,800
Comet (1)	63,000	Maris Stella (2)	109,000
Crest (2)	172,800	Marsala (3)	68,600
Diana C. (3)	46,300	Mary & Jennie (5)	54,100
Dorchester (2)	88,400	M. C. Ballard (2)	67,100
Drift (2)	207,900	Michael G. (4)	48,000
Elizabeth B. (1)	23,500	Michigan (3)	249,300
Emily H. Brown (2)	77,000	Mother of Grace (4)	40,500
Esther M. (2)	73,200	Nancy B. (3)	59,800
Famiglia (3)	50,100	Natale III (1)	19,400
Flying Cloud (2)	205,600	Neptune (2)	129,100
4-C-688 (5)	10,300		

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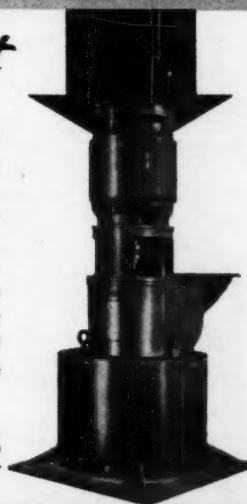
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## Boston Landings (Continued)

Ohio (3)	131,500	St. Peter II (2)	157,900
Olympia (3)	63,800	St. Rosalie (2)	35,100
Olympia La Rosa (3)	116,200	St. Victoria (2)	111,800
Pam Ann (2)	106,400	Salvatore & Grace (1)	14,700
Phantom (2)	71,500	San Antonio II (6)	32,000
Phillip & Grace (2)	126,500	San Calogero (5)	63,200
Plymouth (1)	71,400	Santa Maria (1)	6,200
Princess (5)	75,000	Santa Rita (6)	37,200
Quincy (2)	108,600	Santa Rosalia (4)	21,200
Racer (2)	119,300	Savoia (4)	14,600
Raymonde (3)	155,200	Sebastiana C. (2)	36,700
Red Jacket (2)	177,800	Six Bros. II (1)	2,400
Richard J. Nunan (3)	51,900	Surge (2)	190,200
Roma (4)	52,000	Swallow (2)	123,900
Rosalie D. Morse (1)	68,600	Texas (3)	117,900
Rosemary (5)	33,000	Thomas Whalen (2)	130,500
Rosie (5)	61,900	Triton (2)	93,900
Rush (3)	156,800	Vincie N. (1)	16,000
Sacred Heart (5)	50,000	Wave (2)	147,000
St. Anna (5)	17,500	Weymouth (1)	47,600
St. Bernadette (2)	87,200	Wm. J. O'Brien (2)	133,100
St. Joseph (3)	90,100	Winchester (2)	132,100
St. Michael (5)	22,000	Winthrop (2)	106,000
St. Nicholas (1)	63,500	Wisconsin (3)	292,400
St. Peter (2)	53,900	Yankee (2)	65,800

## Provincetown Fish Catch Data to Be Gathered

A program which includes contacting each fishing vessel as it comes to land fish at Provincetown, for information about the catch, is being inaugurated by Frank Riley, new agent for the Fish & Wildlife Service. The program, which is on a voluntary basis as far as the fishermen are concerned, consists mainly of interviewing each skipper, or someone designated by him, at the end of each trip.

Information desired will include time and date the vessel left Provincetown, time and date it returned; grounds fished; fathoms the fish were caught at and what position; whether in one of two subareas; types and amounts of the principal species of fish landed at Provincetown; amount of effort put into the catch; including the number of hours spent in catching the fish; hours lost in any breakdown of equipment or time lost in steaming from one position to another or in returning to port.

The interviews will be started on a small scale at first, with the hope that by 1953 the program can be going full scale. This will apply to draggers, seiners and scallopers that bring their fish and shellfish into Provincetown. Provincetown draggers going into other ports will be contacted at those ports.

## Bill Would Open Area to Year-Round Dragging

A bill to amend existing laws to allow dragging year-round in an area from Nauset Light to Nun Buoy No. 2, east of Chatham Coast Guard Station, has been filed in the Legislature. The bill would amend laws which now close the area during the time of year other areas are closed—May 1 to Nov. 1—and would allow fishermen to drag for all types of groundfish and, closer to shore, all types of flounder the year-round.

The area in question is adjacent to and immediately south of the southern bounds of the South Wellfleet firing range, according to Capt. Manuel P. Dutra, president of the Provincetown Seafood Producers Association, and would allow fishing year-round during the target practice at the South Wellfleet range.

## Lands Largest Mackerel Shark on Record

The biggest mackerel shark ever seen in Lower Cape waters, so large it was cut in two to bring it from the trap boat to the wharf, was landed on November 10 at Cape Cod Fisheries, Inc. Overall weight of the fish was estimated at 1,500 lbs., and it dressed down to 1,050 lbs. The shark measured more than 14 ft. in length and 10 ft. in girth, and was brought in by the Pond Village Cold Storage Co. trap boat *Hope D.*, Capt. Joseph Nunes.



## Connecticut Boats Net Depth Charges on New Scallop Bed

A newly-discovered bed of sea scallops provided a rich but short sea scallop season for several Connecticut and Montauk Point, N. Y. draggers last month. Discovered by Capt. Joe Roderick's *Fairweather*, the bed lies some 40 minutes steaming southeast of Block Island.

Fishing stopped suddenly after a week of profitable catches when several high-explosive depth charges were brought to the surface, one detonating with a deafening explosion not far from the stern of the scalloper *Hiwal* out of Montauk Point. Another was brought into the Block Island Coast Guard station and, when still more appeared in the area over the beds, scalloping was over.

### Resumes Buying Trash Fish

New signs of vitality were seen in the trash fish business at Stonington last month. After a long lull, Tony Longo resumed buying operations at his dock, and the dragger fleet has been averaging 15,000 to 30,000 lbs. of trash fish a day.

Boston and New York reduction and cat and dog food factories have been getting most of the catch. A steady stream of several thousand pounds a day has been going to mink farms both locally and as far distant as New York State.

### Longo to Have Third Wharf

A third wharf is being added to the growing fish handling plant of Tony Longo in Stonington's upper harbor. The new pier lies up harbor of the existing pair. When completed it will be more than 300' long and will offer mooring space for eight draggers.

### Plankton Farm at Milford

A thousand or more hungry, confined shellfish, mostly oysters, have forced the Fish & Wildlife Service shellfish laboratory at Milford to maintain the nation's first and only useful plankton plantation. Dr. Victor L. Loosanoff, director, found that feeding experimental shellfish became constantly more difficult in view of their rapid reproduction.

The outcome was a plankton farm—a 3,000-gallon oval tank with a greenhouse structure built over it. Plain sea water, pumped into the tank, is enriched with a mixture of nitrogen, phosphorus and potassium—in a proportion used on tobacco plants—and the plankton are thriving. A fluorescent tube over the tank provides the light necessary in certain seasons, and special panes in the greenhouse walls admit ultraviolet rays.

The 200 gallons of plankton which are needed every day to feed the mussels, oysters, quahogs, clams and other bivalves on the second floor of the laboratory are pumped up through a system of hoses and pipes.

### N. H. Seiners Make Good Herring Hauls

The harvest season for New Hampshire's herring fishermen began last month, and the fishing is unusually productive this year. Eight seiners operate out of Portsmouth and five from York Harbor, Me. This year there are more than 50 men fishing the shoals.

The shoal waters were teeming with millions of the shining little fish the latter part of November, and Capt. Levi Hupper, skipper of the seiner *Marie H.*, said the season might run well into December this year. According to Capt. Hupper, a good Fall catch may be worth as much as \$2,000 to a deckhand. All the herring fishermen ask is that the moon be dark and hidden off the Isles of Shoals where they set their nets.

The herring come in cycles of about five years, and there has been a strong run for the past two years.

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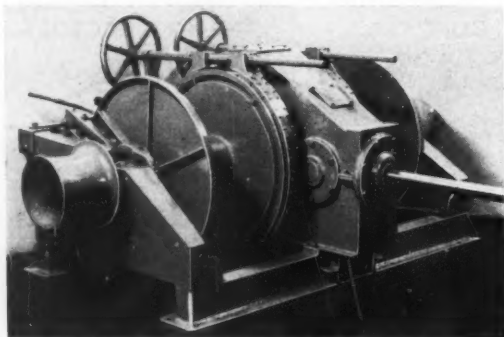
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## Texas Shrimp Landings Heavy During November

Landings of shrimp at Texas Gulf Coast ports totaled 29,577 barrels during November, an all-time high for the month. The Port Isabel-Brownsville area headed production with 17,092 barrels. Aransas Pass ranked second with 7,535 barrels, while Galveston had 3,129 barrels and the Matagorda area 1,816 barrels.

Fishery production at Texas ports during October totaled 14,913,500 lbs., compared with 11,167,700 lbs. during October of last year, which represents an increase of 34 percent. Shrimp landings in Texas during October recorded a drop of 1,462,300 lbs. compared with the corresponding month of the previous year. Receipts of menhaden were 5,140,100 lbs. above the figure for October, 1951.

During the first two months of the current fiscal year, 30,021,700 lbs. of fish and shellfish were produced. This represents an increase of 31 percent compared with the landings during the two-month period ending with October, 1951.

### New Trawlers for Texas Fleet

The trawler *Southern Belle*, built by the Brander Shipyards of Biloxi, Miss., has just been delivered to her owner, Three Friends, Inc. of Corpus Christi. She is 70' long with a beam of 21', and has a 22' x 11' deckhouse, comfortably divided into a wheelhouse and captain's quarters, with two bunks and a galley in a room at the rear. The fo'c's'le has bunks and locker accommodations for a crew of four.

A 165 hp. Murphy Diesel furnishes power to operate a four-blade propeller through a 3:1 reduction gear. Like her sister ships *Southern Hope* and *Southern Star*, the new trawler has an automatic pilot with remote controls, a Bendix depth recorder, ship-to-shore radiotelephone equipment, direction finder, and magnetic compass.

The cooling and storage rooms are insulated with Styrofoam and have concrete floors. The trawler will operate out of Herndon's Marine Products, Inc., in Corpus Christi.

Two new trawlers were added to the fleet of the Twin City Fishermen's Co-op, Inc. of Port Isabel recently. They are the *Twin Cities* and the *Miss Voncille*, owned by Alvah Galloway.

The *Miss Voncille* was built by the Conrad Industries at Morgan City. She is 65' long with a 19' beam, and is powered by a single General Motors 6-110 Diesel, driving a 52 x 40 Columbian propeller through a 4½:1 reduction gear. Steering is through a Metal Marine automatic pilot, and she has a Bendix depth recorder.

### Open Complete Fisherman's Service

Oliver Clark and Associates, Inc., operating as Producers Marine Services, have opened a complete fisherman's service at Port Isabel.

The company unloads and processes shrimp for independent boat owners, purchases them direct or on owner's orders, boxes and delivers the shrimp to the freezer ready for sale. They likewise ice the boat, fill it with fuel, water and lubricating oil, and make quick repairs to the trawler or gear while groceries and provisions are being put aboard.

Producers Marine Services also operates a complete marine supply house, furnishing machinery and equipment, tackle, nets, dips, ropes, and cables; and a mechanical repair shop, including machine shop, electrical repair shop, etc. Both Clark and his partner, W. F. Whorton, are experienced shrimpers and own several trawlers.

### Shrimp Freezer Boats Becoming Common

Shrimp freezer boats are becoming common on the Texas Gulf Coast. One of the newer freezer boats is the *Arrow*, owned by R. L. Sibley, M. E. Sanford, and John

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Atlantic Fisherman

Wiech of Port Isabel. A 110' converted sub-chaser, the *Arrow* is a trawler as well as a freezing and holding boat with 600 barrels capacity. She is powered by two 165 hp. General Motors engines to drive the propellers, and has General Electric motors for operation of the freezing units.

Among the first freezer boats to be built from the keel up with processing and freezing as an integral part was the *Brazos*, built by Brander Shipyards, Biloxi, Miss., for the Padre Island Fisheries, Inc. of Corpus Christi, Texas. Dr. William Tripplet is a partner in the Corporation, and his ideas were incorporated into the *Brazos*, which has been successful in actual operation. Her holding capacity is 60,000 lbs., and she works out of Aransas Pass.

Other freezer boats now operating out of Aransas Pass include the *Sabine No. 1*, owned by T. L. Bishop; the *Three Brothers*, recently purchased from the Berwick Brothers by Casey Zorn; and the *Pine*, which was moved to Aransas Pass after having been purchased from Twenty Grand, Inc., and refitted and overhauled by Louis DeSotel.

### Laboratory Attracts Many Visitors

The marine laboratory of the Texas Game and Fish Commission at Rockport attracted approximately 25,000 visitors for the first nine months of the year. During the period, 45 States were represented, as well as Alaska and 14 foreign countries.

### New Radiotelephone Channel Available To Fishermen of New England Area

New England Telephone & Telegraph Co. now has an additional transmitting frequency assignment of 2550 kilocycles for use in furnishing ship telephone service from Boston, with hours of operation from one hour after sunrise to one hour before sunset, Boston time. A corresponding frequency of 2158 kilocycles has been assigned for transmitting from ships. These new channel facilities supplement existing facilities of Station WOU, which transmits on 2506 kilocycles and receives on 2110 kilocycles.

The new facilities were provided in order to relieve the congestion on the present channel, particularly during peak load periods of the Summer months. Since the hours of operation are restricted, it is planned to use the channel as an alternate for ship originating traffic during daylight hours. In order that the greatest advantage to all concerned may accrue from the new facilities, it is recommended that owners of vessels already equipped for operation on the present channel add the new frequency to be used in this manner.

Initially, at least, the new facilities will have only one associated receiving location at Marshfield, Mass. Consequently, owners of craft with sets powerful enough to be in contact with Marshfield from distances of several hundred miles will receive the most benefit.

In operation it is suggested that boatmen plan to originate all calls on the second channel (2158 KC) but standby on 2506 kilocycles for receiving calls from shore unless instructed otherwise by the marine operator. As an additional measure in attaining greatest use of the new channel, it is not planned to broadcast weather and hydrographic reports over it. These broadcasts, as well as other services now furnished on 2506 kilocycles, will be continued.

Should a boat operator plan to avail himself of the new frequency, the following steps are suggested: 1. Apply to the Federal Communications Commission for a modification of license to operate on 2158 KC using Federal Communications Commission Form No. 501-A. 2. Modify your set to include the new frequency (in some cases it will be necessary only to add or substitute crystals) or in the event this is not possible, replace your present set with another which will accommodate both ship telephone frequencies as well as others on which you wish to operate. 3. Notify the Boston office of the New England Telephone and Telegraph Co., 50 Oliver St., of plans to use the added frequency by means of a registration form.

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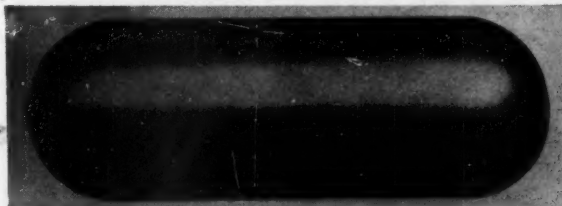
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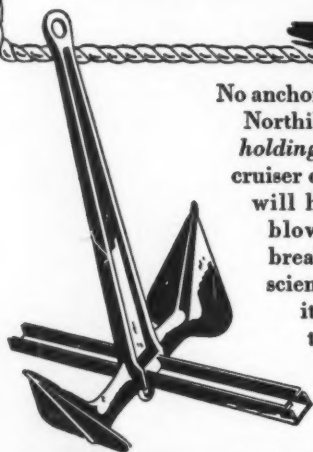
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## Canadian Report

By C. A. Dixon

### Lobstering off to Good Start

Lobster fishermen of southern New Brunswick where the 1952 Fall season opened on November 15, were blessed with good weather for setting their gear on the 14th of the month and making their first haul on the 15th. It seldom occurs that calm weather prevails at this time in November, so everyone was happy.

The first day's catches proved even better than expected, but although this was true of most all districts, including Grand Manan and the mainland shores of Charlotte and Saint John Counties, subsequent days saw a marked decline in landings. Some attributed this to the full run of tides which prevailed the second week, and predicted that normal fishing would be found after the tides dropped off.

Many more traps were set in the aggregate throughout the district, and a larger number of men are engaged in lobstering this Fall due to poor catches in other branches of the fisheries. Some of the men are scalloping and doing very well at it, but even a few of these left their drags for the traps and have been lobstering in the St. Andrews Bay area.

One or two Deer Island boatmen were still catching pollock as November ended, a most unusual happening. The pollock fishery this Fall proved a failure at Campobello, where pollock are usually caught in fairly good quantities in the month of October. Not enough fish were caught for local consumption.

### Still Catching Sardines

As December enters the picture, sardines are still being caught in reduced quantities in the St. Andrews Bay region, which for a number of years has been the principal production area for these fish in the Fall months. Silver hake drove the sardines from their regular haunts in the tidal passages around Deer Island, Campobello and Grand Manan, to the estuaries of the rivers along the mainland Charlotte County shore. Sizeable quantities of sardines were caught even beyond the bridge that spans the Digdegiash River, where enterprising fishermen have carried on profitable weir fishing operations.

There exists no indication that sardine weirs in the island areas of the county will catch any fish this year before Christmas or thereafter, but weirmen still are keeping their fingers crossed. Higher prices are being paid for sardines by both the canners of sardines and animal food in nearby Maine, at Eastport and Lubec.

### Fish Packers Meet

At a recent meeting in Moncton of the N. B. Fish Packers Assoc., retiring president Schofield referred to the fact that there was some overproduction of canned fish, especially sardines. Touching on the lobster industry he noted that hermetically sealed meat was scarce due to the high price of supplies. The pack of fresh lobster meat brought the highest prices in history this year.

The pickled herring and mackerel pack was light this year and alewives would be down, he said, but a satisfactory situation prevails in the smoked fish field. Schofield declared that the fresh and frozen fish business shows greater activity and new areas are opening up.

Speaking as a representative of the Fisheries Section of the Agriculture and Fisheries Branch, Department of Trade and Commerce, Ottawa, of which he is chief, T. R. Kinsella predicted a favorable market for New Brunswick fish products in the future. He said the fresh and frozen fillet field had excellent prospects in the United States market.

The new officers elected were Philip J. Carroll, Caraquet, president; Ralph J. Conley, St. Andrews, vice-president; and R. M. Swetnam, Moncton, treasurer.

## Vineyard Bailings

By J. C. Allen

Exactly how much there may be in the theory of climatic change that we hear so much about, is probably anybody's guess as we get it. We have read some of the things that scientists have to say and they play it safe; as of course they must. Apparently such things have occurred before over very long periods of years, and nobody is real certain about details.

The actual operation appears to have been in the manner of pendulum-swinging, such as a warm Winter, then a cooler one, or maybe a cold one, then another still warmer than the first and so on. That's the way they seem to think it might have been.

We wouldn't expect any of these brass-bound weather sharks to say anything too definite unless and until we have experienced greater change and over a longer period.

The run of fishing luck over the few hundred square miles where our local boats operate, shows no drastic change either in the variety of fish taken or the amount, figured from season to season, but a slight change and ceaseless, is apparent and has been for some time—a difference in the movement of the fish.

This Fall, for example, the change in the movement of the fish has been very apparent. For generations the tauthaug have bunched up on the ledges and have provided hook-and-line fishing of some value, depending on the market, of course. Now there has been no change in means or methods for a century or two in the local area. The only change that has taken place is a decided decrease in the number of men who fish for tauthaug, so there is no reason for supposing that the fish have been thinned out by overfishing, as is probably true of most of the bank fish. But the tauthaug didn't bunch up this Fall as they usually do, and they didn't remain on the ledges as long as common either. Coming right after two consecutive seasons when the swordfish barely stopped to take on nourishment before traveling northeast, this sort of thing is bound to make you think.

In New England, fishing interests have a good deal to say about being crowded by imports, but if figures from all areas are considered, the picture does not seem as one-sided. According to the experts, once more, the heft of all fish and seafood consumed in this country is retailed in the larger of the coastal cities—close to 90% of it. It also seems apparent that the imports account for an increase in consumption for the reason that foreign countries seem to produce items that are not produced at all in this country. This is not an argument, it is simply a compilation of facts published by the Government bureaus that are supposed to know. Whether or not there is a tie-up between these things and the climatic change is a question, but it could be.

Something appears to be causing an increased flow of seafood from points generally assumed to have been colder than New England through the years. Observe, for example, one day's record for foreign landings in New York. The cargoes of seafood did not necessarily come from the territorial waters of these countries: 2 ships from Portugal, 1 from Denmark, 3 from Japan, 1 each from Germany, Iceland and Sweden, 2 from Peru, 1 from Canada, 2 from Norway and 1 from Tunisia.

The shipments of seafood contained just about every fish common to New England waters except mackerel. In addition, there were various small fish, canned, pickled and variously processed.

As we said before, this is not an argument. It is a summary of some of the known facts. If it is assumed that our local climate is warming up and that some of our common varieties of fish are moving North because of this fact, it might account for some of these things. Whatever it may add up to, a change is taking place and must be faced.

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The Lathrop Engine Co., Mystic, Conn.

Walter H. Moreton Corp., 9 Commercial Ave., Cambridge 41, Mass.

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## Imported European Oysters Thriving

The United States Fish & Wildlife Service shellfish laboratory at Milford, Conn. has developed a stock of European oysters which, it is believed, could replace the native oysters that are cultivated commercially in this country if the occasion should arise.

In October of 1949, Dr. Victor L. Loosanoff, director of the laboratory, imported 3,000 European oysters—*Ostrea edulis*—from the icy waters off Bergen Op Zoom, Holland. His idea then was first to see if they could survive in Connecticut, and second, to see whether they could live through the Winters in the cold waters off Maine and Washington State. In all three places, the immigrant oysters have not only survived; they have developed children and grandchildren by the thousands.

The first batch of the oysters to be farmed out went to Boothbay Harbor and Franklin Bay, Me. That shipment, originally numbering 1,600, stayed very much alive in the two beds. The imported oysters are particularly important to Maine, as American oysters find the waters off that State entirely too cold for comfort. The immigrant oysters have a very good chance of becoming another Maine industry.

A year ago, the Shellfish Management Division of the State of Washington imported several thousands of Dr. Loosanoff's oysters and planted them in Puget Sound and the connecting Hood Canal.

Washington already has an oyster industry. The native product, however, is an undersized variety peculiar to the Pacific. The European oyster is plumper and has survived the first Winter with progeny satisfactorily plentiful.

Although the European oyster is somewhat smaller than oysters native to New England and the Atlantic seaboard, it has its own superiorities. It is flatter, has a rougher shell and whiter meat, is accustomed to cold and takes better care of its offspring.

Where the American oyster sheds its young promiscuously, the European variety holds them in the shell until they reach the larva stage and are better able to control their movement. The results are much the same, however, because the European oyster produces fewer eggs—500,000 by a four-year old, compared with 50,000,000 produced by its American cousin.

Dr. Loosanoff has kept a group of Dutch oysters bedded down in the laboratory ever since 1949. His special oysters—like the ones in beds out in Long Island Sound, and those in Washington and Maine—range from the crusty, five-year-old original immigrants to this Spring's third-generation fledglings.

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